

HONGKONG  
WEEKLY

ILLUSTRATED

No. 13,860.

# The China Mail.

ESTABLISHED 1845

HONGKONG, TUESDAY, SEPTEMBER 10, 1907.

第三千八百六十一號

PRICE, \$2.00 Per Month.

Don't Forget  
TO ORDER THE  
'OVERLAND  
CHINA' MAIL.  
BEFORE GOING HOME.

## Intimations.

**THORNE'S**  
OLD VAT



SCOTCH WHISKY.

SOLE AGENTS IN  
HONG KONG, CHINA & MANILLA.  
**A. S. WATSON & CO., LTD.**

Hongkong, May 1, 1907.

**TAI KWONG CO.,**  
109, Des Voeux Road Central.

GASOLINE LAMPS

**WELSBACH MANTLES.**

Hongkong, June 14, 1907.

**A GRAND PROMENADE  
CONCERT**

will be held on the  
VOLUNTEER PARADE GROUND,  
on  
SATURDAY, the 14th SEPTEMBER,  
at 3.15 p.m.

Tickets, \$2 and \$1, can be obtained at  
Messrs KELLY & WALSH and at VOLUNTEER  
HEAD QUARTERS.

Hongkong, September 4, 1907.

**DOUGLAS STEAMSHIP COMPANY,  
LIMITED.**

THE ORDINARY GENERAL MEETING  
of SHAREHOLDERS in the  
above Company will be held at the Com-  
pany's Office, on SATURDAY, the 28th  
September, at Noon, for the purpose of  
receiving the Report of the General Man-  
agers, together with a Statement of Accounts  
to 30th June, 1907.

DOUGLAS, LARSEN & Co.,  
General Managers.

Hongkong, September 9, 1907.

**SUN LIFE ASSURANCE COMPANY  
OF CANADA.**

MR W. F. CARY, or CONKLIN, has  
no connection whatever with this  
Company, in any capacity.

POWELL GRANT,  
District Manager,  
Canton and Macao.

Canton, August 25, 1907.

NOTICE.

**BANCO NACIONAL ULTRAMARINO.**

THE AGENCY of the above Bank in  
Hongkong will, from the 1st of  
September, 1907, be transferred to Messrs  
ARATTON V. AFAR & CO., in the  
place and instead of Messrs ROZARIO &  
CO.

Dated 21st August, 1907.

O GERENTE DA AGENCIA  
DO BANCO NACIONAL ULTRAMARINO,  
JOAQUIM L. O. GOMES.

Hongkong, August 21, 1907.

**CAMPBELL, MOORE & CO., LD.**

Hair Dressers, Wig Makers  
and Perfumers.

**ELECTRIC MASSAGE**

(FACE OR SCALP)

at the Shop, or elsewhere by special  
arrangement.

Hongkong, September 2, 1907.

**INTERNATIONAL SLEEPING  
CAR & EXPRESS TRAINS  
COMPANY.**

(THE GREAT TRANS-SIBERIAN  
ROUTE TO EUROPE).

HAVING been appointed AGENTS for  
the above Company, we shall be  
pleased to give any information as to rates  
of passage, etc., in connection with above.

SHEWAN, TOMES & CO.,  
Agents.

Hongkong, August 7, 1907.

**A LING & CO.,**

19, QUEEN'S ROAD CENTRAL.

**FURNITURE AND PHOTO GOODS  
STORE.**

Photographic Goods of Every  
Description in Stock.

Developing and Printing Undertaken.

Hongkong, August 1, 1907.

## Business Notices.

**W. S. BAILEY & CO.**  
ENGINEERS & SHIPBUILDERS.

WORKS:

KOWLOON BAY.

OFFICES & STORES:

No. 20, CONNAUGHT ROAD

**HONGKONG, CANTON, MACAO  
AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND  
MACAO STEAMBOAT CO., LTD., AND THE CHINA  
NAVIGATION COMPANY, LTD.

**Hongkong-Canton Line.**

s.s. HONAM, 2,363 tons, Captain S. Bell Smith.  
s.s. POWAN, 2,338 tons, Captain H. I. Black.  
s.s. KATSHAN, 2,360 tons, Captain C. Lloyd.  
s.s. KINSHAN, 1,995 tons, Captain E. Brown.  
s.s. HEUNGSHAN, 1,996 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m.  
(Saturday Excepted).  
Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).  
The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday,  
at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday,  
Thursday and Saturday, at 5.30 a.m.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the  
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

**SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT  
COMPANY, LIMITED.**

**Hongkong-Macao Line.**

s.s. SUI-AN, 1,651 tons, Captain W. A. Valentini.  
s.s. SUI-TAI, 1,651 tons, Captain G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and  
at 2 p.m. from the Company's Wharf. On Sundays Special Cheap Excursions,  
leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m.  
Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.  
The S.S. SUI AN and SUI TAI will not run on Sunday next.

**Canton-Macao Line.**

s.s. LUNGSHAN, 219 tons, Captain W. Reynolds.  
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 p.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-  
TION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

**Canton-Wuchow Line.**

s.s. SAINAM, 528 tons, Captain J. Wilton.  
s.s. NANNING, 529 tons, Captain A. McKinnon.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday  
and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days  
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin  
Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

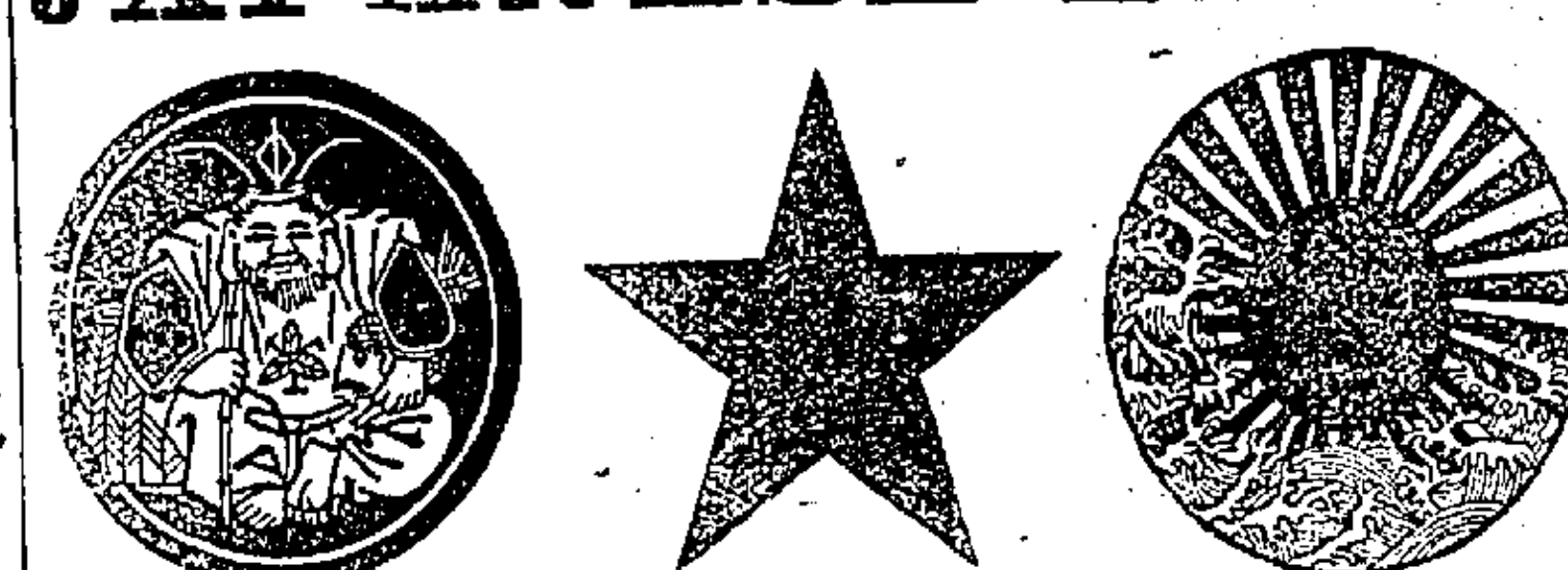
**HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.**

Hotel Mansions, (First Floor), opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

**JAPANESE BEER**



'YEBISU' 'SAPPORO' 'ASAHI'

AND A NEW BRAND OF SPECIAL LIGHT BEER

'PEACE'

IDEAL AND WHOLESOME.

EACH BRAND has obtained the highest AWARD at International Exhibitions.

The largest demand in the whole of Japan. Quality speaks for itself.

PRICE EXCEEDINGLY MODERATE.

**THE MITSUI BUSSAN KAISHA, Sole Agents.**

Hongkong, August 21, 1907.

**PATELL & CO.,**

SHAMEN, CANTON.

**GENERAL STOREKEEPERS,**

**WHOLESALE and RETAIL.**

**DEALERS IN**

**WINES and SPIRITS.**

Export & Import Merchants,  
AND

Commission Agents.

**NORTH BRITISH AND MERCANTILE  
INSURANCE COMPANY.**

TOTAL FUNDS at 31st DECEMBER, 1905,  
£17,337,118.

—Authorized Capital £2,000,000

—Subscribed Capital £2,750,000

—Paid-up Capital £2,875,000 0 0

—Fire Funds £3,386,720 19 8

—Life & Annuity Funds £3,762,898 8 6

Revenue Fire Branch £217,837 119 8 1

Life & Annuity £1,713,608 19 10

Branches £3,774,853 19 6

The Accumulated Funds of the Fire and  
Life Departments are free from liability in  
respect of such other.

SHEWAN, TOMES & CO.,  
Agents.

Hongkong, August 1, 1907.

## Business Notices.

THE PERFECT LUBRICANT.

**Fleming's Patent Solidified Oil.**

SAVES TIME AND MONEY.

Used throughout the World on nearly all the Steamers of the First-class Lines, to  
the entire satisfaction of Engineers and Owners.

THE MOST ECONOMICAL LUBRICANT KNOWN.

ABSOLUTELY PURE AND PERFECT IN EFFICIENCY.

GUARANTEED FREE FROM ACID AND WATER.

DOES NOT MELT (OR RUN) UNDER 212° FAH.

**A. B. FLEMING & CO., Ltd., Patentees & Manufacturers,**

CAROLINE PARK, EDINBURGH.

Sole Local Agents...

**BRADLEY & CO., 4, Queen's Building, HONG KONG.**

**LANE, CRAWFORD & CO.**

Just Received

NEW STOCK OF

'WALKOVER'

BOOTS

IN

BLACK AND BROWN

\$10.50 Per Pair.

SATISFACTION GUARANTEED WITH EVERY PAIR.

**LANE, CRAWFORD & CO.**

Hongkong, August 31, 1907.

**WILKS & JACK, LD.**

ELECTRICAL, MECHANICAL AND GAS ENGINEER

SOLE AGENTS IN CHINA FOR

The Welsbach Incandescent Gas Light Co.

MANUFACTURERS & OWNERS

in the

UNITED KINGDOM

of the

WELSBACH, INCANDESCENT

GAS LIGHT SYSTEM.

A large stock of the latest  
and most improved Fittings  
and Burners on hand.

AUR' MANTLES, CHEAPEST  
AND MOST RELIABLE.

**SHOW ROOMS & OFFICES:**

14, Des Voeux Road Central,  
HONGKONG.

14, Robinson Road, Kowloon.

TELEPHONE: 358 & 38 k.

Hongkong, September 3, 1907.

(UNDER ROYAL PATRONAGE).

**MEE CHEUNG, ART PHOTOGRAPHER.**

**NEW STOCK**

Kodak Developing Tanks and Powders. All Sizes of Films.

Johnson & Son's Various Developers.

Ilford Self-toning Papers, etc., etc.

Hongkong, April 2, 1907.

**TIFFIN**

SPECIALLY SERVED FOR BUSINESS MEN

AT THE

**CONNAUGHT HOTEL**

MONTHLY RATES.

Hongkong, September 2, 1907.

**THE CARLTON HOUSE HOTELS**

Nos. 8 & 10, Ice House Street.

**REDUCED SUMMER RATES.**

For Daily and Permanent Boarders.

AIRY ROOMS, COUSINE A SPECIALTY.

COMFORTS OF RESIDENTS STUDIED.

FOR RATES, APPLY TO THE MANAGER.

**YUEN CHEONG.**

**SWATOW DRAWN-WORK  
MANUFACTURER.**

Wholesale & Retail.

All kinds of DRAWN-THREAD-WORK,  
Embroideries, Glass Cloths,  
Favos, Wares and Lace, &c., &c.

No. 39, Queen's Road Central,  
Hongkong.

(Lies off 52, WELLSINGTON STREET).

Hongkong, September 4, 1907.

**SUMMER REQUISITES**

PRICKLY HEAT LOTION AND POWDER

SAFE REMEDIES FOR ALLAYING THE IRRITATION.

**SUN GLASSES**

IN GREAT VARIETY

'NESTOR' SANITARY FLUID

A RELIABLE DISINFECTANT

Pints Tins 50 Cents; One Gallon Tins \$2.

**VICTORIA DISPENSARY.**

## Business Notices.

**GREEN ISLAND CEMENT CO., LD.**

**PORTLAND CEMENT**

In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.70 per Bag, ex Factory.

**Shewan, Tomes & Co.**

GENERAL MANAGERS.

**FAIRALL & CO.**

**STOCK TAKING SALE**

on September 2nd, 1907.

EVERYTHING GREATLY REDUCED.

**NEW AUTUMN SUITS**

at Sale Prices.

7 and 9, PEDDER STREET.

**THE HONGKONG HOTEL.**

UNRIVALLED FOR COMFORT AND COUSINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRAS.

A. F. DAVIES, Manager.

**REMINGTON**

**TYPEWRITERS**

WITH ALL REQUISITES.

**SIEMSEN & CO.,**

SOLE AGENTS.

Hongkong, March 2, 1906

**KELLY & WALSH, LTD.**

**JUST PUBLISHED.**

RUTH, A POEM, by R. M. ... \$1.00

Me and My, by Crockett ... 1.00

Delicia and Other Stories, by Macie ... 1.50

Corelli ... 1.50

The Trampled Cross, by Joseph ... 1.50

Hocking ... 1.50

The World's End of 1910, by George ... 1.50

Griffiths ... 1.50

Nicolette, by Evelyn Sharp ... 1.50

The Masochist of Park Lane, by ... 1.50

Lucas Cleve ... 1.50

Reginald Abernethy, by Horace ... 1.50

Wyndham ... 1.50

The Phoenix, by Helen Mathers ... 1.50

Doctor Burton, by Archibald O. ... 1.50

Gunter ... 1.50

Dr. Manton, by Morris Gerard ... 1.50

Queer Stories from Truth, 14th ... 1.50

Series ... 1.50

At the Court of King Sutan, by ... 1.50

Kindred Quail ... 1.50

Madame Prudhomme, par Victor Joz ... 2.00

Madame Gillette, 22 Poste Restante, ... 2.00

par Rene Maizeroy ... 2.00

Mr. Punch's Golf Stories ... 1.50

Mr. Punch on Tour ... 1.50

The Golf Course, by Clive Short ... 1.50

Exc. of Bunker Hill ... 1.50

Whispers from the Fleet, by Capt. ... 1.50

Christopher Craddock ... 1.50

35 Cents each, or 3 for \$1.00.

Elkington's The Squatter's Stud.

Mrs. Riddell's Poor Fellow.

Wells' The Sea Lady.

Garvie's Nance.

Le Quercy's The Mystery of a Motor Car.

Hume Nisbet's A Losing Game.

Macdonald's The Greatest Gift.

Maeville Fenn's It came to pass.

Hutton's The Old House at Sandwich.

AND HUNDREDS OF OTHERS.

A LARGE STOCK OF THE LATEST NOVELS, COLONIAL EDITIONS, BY EVERY

ENGLISH MAIL.

ASK FOR



## Intimations.

G. FALCONER & Co.,  
WATCH-MAKERS AND JEWELLERS.  
HOTEL MANSIONS.

NEW SELECTIONS OF  
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,  
HIGH-CLASS GOLD AND SILVER WATCHES.  
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.  
G. FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND  
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,  
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

## M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER.  
ENLARGEMENTS ON BROMIDE PAPER  
AND FINISHED IN ORAYON.  
ALL KINDS OF WORK DONE FOR AMATEURS.  
VERY FINE PANORAMIC VIEWS OF HONGKONG.  
8A, QUEEN'S ROAD CENTRAL.

## TYPEWRITERS! TYPEWRITERS!!

Typewriters repaired, cleaned,  
overhauled, and broken parts  
duplicated under expert  
supervision.

Old Machines Renovated. Terms Very Moderate.

SATISFACTION GUARANTEED.

## BICYCLES

FOR SALE, REPAIR, EXCHANGE AND HIRE.  
THE DRAGON CYCLE CO.,  
11, D'AGUIAR STREET.  
Hongkong, February 16, 1907.

**THERE IS NO DOUBT  
THAT**  
where ENO'S 'Fruit Salt' has been taken in the earliest stages  
of a disease, it has in innumerable instances prevented a serious  
illness. The effect of

**ENO'S 'FRUIT SALT'**

for any disorder, sleepless, or feverish condition is simply  
astonishing and unsurpassed. In fact it

**IS  
NATURE'S OWN REMEDY**

CAUTION.—Examine the wrapper and see that it is marked ENO'S 'FRUIT SALT';  
otherwise you are liable to the effects of a cheap imitation.

Prepared by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, S.E.  
Solely by J. C. ENO'S Patent.

4.0 by Chemists and Stores everywhere.

**USE ONLY & USE ALWAYS**

**ATKINSON'S** MOST REFRESHING.

A LUXURIOUS PERFUME Far Superior  
IN HEALTH. to the  
German Kinds.

A NECESSARY  
RESTORATIVE  
IN SICKNESS.

**EAU DE COLOGNE**

**Holloway's  
PILLS & OINTMENT**  
Should be in every Home.

**The Pills & The Ointment**  
CURE INDIGESTION, CURES SPRAINS, WOUNDS,  
BILIOUSNESS, HEADACHE, SORES, SKIN ERUPTIONS,  
CONSTIPATION, AND COMPLAINTS OF  
FLATULENCE, DIZZINESS, & THE CHEST AND THROAT.

**RECOMMENDED AND  
USED BY ALL GOOD NURSES.**

Manufactured only at 78, New Oxford Street (late 533, Oxford Street, London).

**DINNEFORD'S**

The Universal Remedy for Acidity of the  
Stomach, Headache, Heartburn, Indigestion,  
Sour Eructations, Bilious Affections.

The Physician's  
Cure for Gout,  
Rheumatic Gout  
and Gravel.

Safest and most  
Effective Remedy  
for  
Regular Use.

**DINNEFORD'S  
MAGNESIA**

**BRETEL FRÈRES' BUTTER — THE BEST IN THE WORLD**  
To be had in all respectable wholesale and retail provision Import Houses.

## Intimations.

## MITSU BISHI COSHI KWAISHA

(MITSU BISHI CO.)  
COAL DEPARTMENT  
MARUNO-UCHI, TOKIO.

CABLE ADDRESS: 'IWASAKI'  
Which applies to all Branch Offices.  
All ABO 5th Edition, Western Union  
Codes used.

All Letters Addressed:—  
MANAGER, MITSU BISHI CO.,  
with same of place and/or.  
BRANCH OFFICES:—  
NAGASAKI, MOBI, KOKU, KASATSU,  
SEANAGAI, HONGKONG AND HANKOW.

AGENCIES:—  
YOKOHAMA: M. ARADA, Esq.  
OHIOKANG: Messrs GRADING & Co  
MANILA: Messrs MACDONALD & Co.

SOLE PROPRIETORS of Takasima,  
Ochi, Shinjima, Namsuta and Kani  
Yamada Collieries and also Hojo Colliery,  
which will shortly be ready to produce coal.  
The Head and Branch Offices and the  
Agencies of the Company will receive any  
order for Coals produced from the above  
Collieries.

T. MATSUKI, Manager, Hongkong,  
No. 2, PEDDER STREET.  
Hongkong, April 25, 1906.

S. GREENFIELD  
Successor to  
HARRIS-KEENEY CO.,  
MANUFACTURER OF HIGH GRADE RATTAN  
AND LINEN FINE FURNITURE,  
PEDDER STREET, opposite Main  
Entrance to Hongkong Hotel.  
A 10 per cent discount will be allowed  
all local residents.  
Hongkong, July 31, 1907.

**STOCK TAKING**  
A FEW NEW-MADE MACHINES  
AT AUCTION PRICES.  
SINGER SEWING MACHINE CO.,  
72a, QUEEN'S ROAD CENTRAL.  
Hongkong, September 5, 1907.

YUET HAN RAILWAY CO., LTD.  
TENDERS are invited for the SUPPLY  
of 50,000 (Fifty Thousand) AUSTRALIAN  
HARD WOOD SLEEPERS Com-  
posed of  
MURRAY RED GUM  
RED MAHOGANY  
WHITE DO.  
GREY BOX  
TALLOW WOOD  
BLACK BUTT  
WHITE STRINGY BARK  
RED DO.  
TURPENTINE  
BLUE GUM.

All in equal proportional quantities.  
Size of Sleepers: 8 ft. long by 9 in. wide  
by 6 in. thick.  
Price in Hongkong currency C.I.F.  
Wongshu Railway Wharf, Canton.  
Delivery to be completed at the end of  
February, 1908. Tenders to be opened in  
the Railway Co.'s Head Office, Canton,  
Monday, the 14th October, 1907, at 2 P.M.  
All Sleepers must be accompanied by a  
Government Certificate.  
All Tenders must be accompanied with  
500 dollars.  
The right to accept or reject any or all  
of the Tenders is reserved.  
THE KWONGTUNG MERCANTILE  
ADMINISTRATION OF THE  
YUET HAN RAILWAY CO., LTD.  
Canton, August 31, 1907.

KUNG YIK GODOWNS. 登公  
NOTICE IS HEREBY GIVEN that the  
Godowns, Nos. 171 to 173, SUEK  
TONG TAY, Praya West, on (DL Lot 204  
to 206), formerly known as the Po On  
Godowns, the lease for which having  
expired, have been taken possession of by  
the Landlords, and business will be here-  
after continued under the name of the  
KUNG YIK GODOWNS. The owners  
are prepared to accept goods on storage at  
very moderate rates, and avail of the  
opportunity to give notice that loans at  
most favourable rates of interest may be  
obtained from the KUNG YIK GODOWNS.  
The KUNG YIK GODOWNS, Agents, 'The  
SAM WANG LAND INVESTMENT LOAN  
AND AGENCY COMPANY, LTD.,  
SAM WANG & CO., LTD.,  
TELEPHONE: No. 321.  
Address: 81, Queen's Road Central.  
U YUK CHI,  
Managing Director.  
Hongkong, July 2, 1907.

**J. J. J. J. J.**  
SOLE AGENTS.  
W. G. HUMPHREYS & CO.,  
BANK BUILDINGS,  
Hongkong, May 18, 1906.

## STATE SOCIALISM.

## Its "Benefits" Exemplified.

The limited supply of the "Yamato"  
and "Shikishima" brands of Japanese  
cigarettes, the most popular of all the  
"Monopoly cigarettes," is causing incon-  
venience to smokers, and has raised  
indignation among tobacco dealers, says  
the "Japan Chronicle" of Aug. 22. The  
present is the season of the year for Osaka  
tobacco dealers, as cigarettes are the most  
popular form of Bon presents. Owing,  
however, to the scarcity of the two brands  
named a large amount of business is being  
lost, customers, it is alleged, forsaking  
cigarettes for sweet-meats.

On Tuesday over 60 leading tobaccoists  
in Osaka held a meeting of protest and  
adopted a resolution to the effect that a  
reduction in the price charged by the  
agents of the Monopoly Office should be  
negotiated and that in the event of the fail-  
ure of the negotiations, they should take  
whatever course they might consider fit to  
deal with the question. The meeting  
agreed to boycott the Monopoly Bureau if  
their demand were refused.

According to the "Osaka Mainichi," the  
Monopoly authorities ascribe the scarcity  
in the supply of the two brands to the  
limited supply of material and the radically  
increased demand. It is maintained that  
the luxurious life led by the people since  
the war has had a marked effect on the  
tobacco market, and the demand for the  
"Shikishima" and "Yamato" brands has  
suddenly increased, the sale of the "Asahi"  
and "Yamashiro," inferior qualities, fall-  
ing off in proportion. The supply of material  
for the better qualities being limited, it is  
difficult to meet the demand so radically  
increased. To divert the attention of  
smokers the "Fuji" brand, a grade above  
the "Shikishima," has been introduced.

This ruse, however, has proved a failure, as  
the two brands are made of the same ma-  
terial, a secret which was soon discovered  
by smokers, who refuse to pay 2 sen more  
merely for the change of name.  
On the other hand the agents of the  
Monopoly Office attribute the shortage of  
the supply of material for better qualities  
to the mismanagement of the authorities,  
whom they hold responsible. They main-  
tain that the Monopoly authorities, with a  
view to obtaining the lot at the lowest  
possible price, promise farmers to pay yen  
100, and encourage them to use the best  
fertiliser, &c., but when the harvest time  
arrives the authorities find fault with the  
farmers, cancel their promises, and force  
the deduction of the price, acting under  
the authority of the Government. Thus  
instead of getting yen 100 the farmers  
would be compelled to be content with  
about yen 80. Such practices on the part  
of the authorities, it is alleged, have  
driven farmers to forsake the cultivation  
of tobacco.

The statement that the demand for  
better qualities has markedly increased of  
late is merely a subterfuge, and it is  
maintained that the Government itself has  
brought about the shortage of the supply  
of the good quality of the leaf. Whatever  
may be the cause, it is the tobacco dealers  
who are suffering from the short supply of  
the most saleable brands. They cannot do  
business without having some of the brands  
in question in stock. Some of them have  
been to the agents of the Monopoly Office  
begging for the supply of even 10 or 20  
boxes of the cigarettes in question. The  
Monopoly Office would agree to let  
them have some but would charge  
exorbitant prices—Y1.35 per box of the  
"Yamato" and Y1.60 for the "Shiki-  
shima." At this price, the dealer would  
make a profit of 5 sen on each box of the  
"Yamato," but not a rin on the "Shiki-  
shima." The dealers regard it as bad  
enough to have to sacrifice the profit on the  
"Shikishima" brand, but they cannot put  
up with the conditions imposed upon them.  
The Monopoly Office demands that they

(Continued on Page 3.)

**SAVARESS'S  
SANTAL  
CAPSULES**  
Cures of all kinds of urinary diseases, such as  
Gonorrhoea, Syphilis, etc. No inconvenience,  
no danger. All directions in English and  
French. Ask for SAVARESS'S.

**JARMICHAEL AND  
CLARKE,**  
CONSULTING ENGINEERS AND  
SHIPBUILDERS.  
SURVEYORS AND CONTRACTORS.  
REPAIRS PROMPTLY ATTENDED TO.  
TELEGRAMS: 'JARMICHAEL,' HONGKONG.  
A. B. C. Code, 4th Edition.  
A. I. Code.  
Electric Standard Code.  
TELEPHONE: 232.

**LABUAN COAL.**  
THE LABUAN COALFIELDS COY-  
LIMITED, are now prepared to  
supply BUNKER STEAMERS with Good  
Fresh Quality LABUAN COAL, double  
screened and straight from the Mine.  
For further particulars, apply to  
BRADLEY & CO.  
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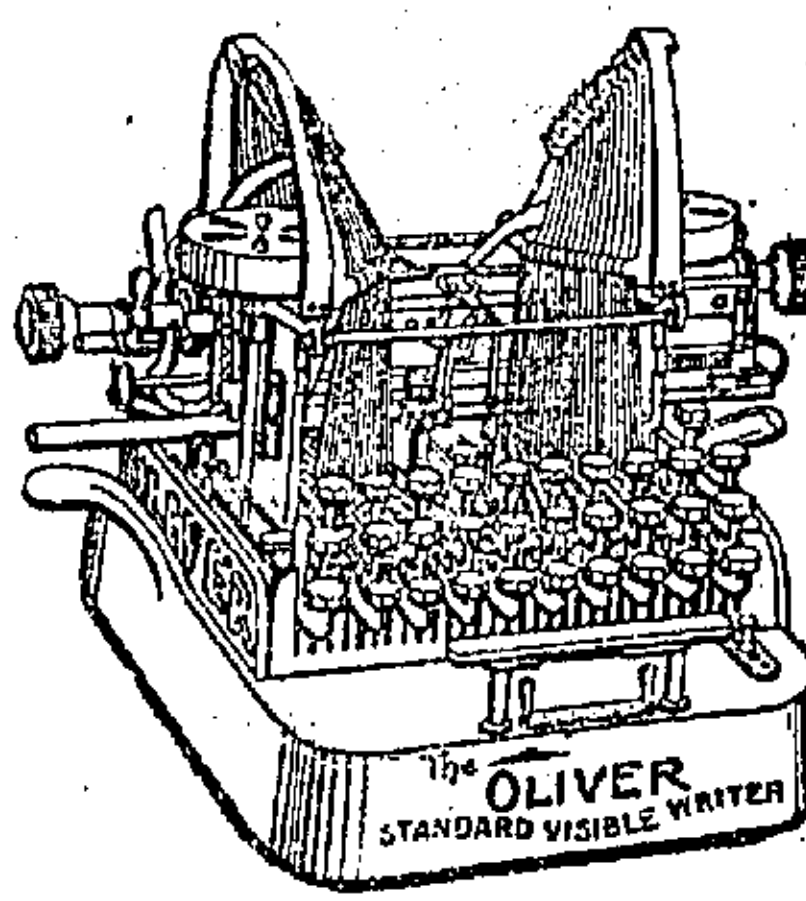
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1, PRINCES BUILDINGS.

Hongkong, July 10, 1907.

## For Sale.

## TO BE SOLD.

FOR the purpose of being broken up,  
the Steamer GIRONDE, now on  
view at Samsom Hill the 15th October.  
For particulars please apply to the  
MESSAGERIES MARITIMES OFFICE,  
HONGKONG.  
Hongkong, September 4, 1907.

## FOR SALE.

'KELTET CREST' THE PEAK.  
A FIVE-ROOMED BUNGALOW on  
MOUNT KELTET, with Four Bath-  
rooms, two Dining Rooms, tiled Kitchen,  
excellent servants quarters, chicken houses,  
garden, and tennis lawn, all in first class  
condition. Teak floor throughout. The  
house is sheltered from the North-East and  
has an uninterrupted view to the South-  
West, is cool, quiet and private.  
Price \$5,000, of which part could remain  
on mortgage at 7%.  
Apply to  
W. J. SAUNDERS.  
Hongkong, September 3, 1907.

## FOR SALE.

**BOUND VOLUMES  
OF THE  
'NEW WEEKLY'**  
ARE ON SALE AT THE  
'China Mail' Office,  
8 Queen's Road Central.

**LEE CHEE WING & CO.**  
27, 28 and 29, LEE YUEN STREET (WEST)  
HONGKONG.

DEALERS IN  
All Sorts of COPPER, BRASS, STEEL,  
IRON WARE, &c.  
STEEL GIRDERS AND TREES,  
CORRUGATED IRON, FIG IRON, &c.  
Suitable for  
SHIPS, ENGINEERS AND HOUSE BUILDERS.  
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**PEAK TRAMWAYS COMPANY,  
LIMITED.**  
TIME TABLE.

WEEK DAYS.  
7.00 a.m. to 7.30 a.m. Every 30 minutes  
7.30 a.m. to 9.30 a.m. Every 15 minutes  
9.30 a.m. to 11.00 a.m. Every 15 minutes  
11.00 a.m. to 12.45 p.m. Every 15 minutes  
12.45 p.m. to 1.15 p.m. Every 15 minutes  
1.15 p.m. to 1.45 p.m. Every 15 minutes  
1.45 p.m. to 2.15 p.m. Every 15 minutes  
2.15 p.m. to 3.00 p.m. Every 15 minutes  
3.00 p.m. to 3.30 p.m. Every 15 minutes  
3.30 p.m. to 5.00 p.m. Every 15 minutes  
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.  
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15  
p.m. every half hour.  
SUNDAYS.  
8.00 a.m. to 9.30 a.m. Every 15 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 12.00 p.m. Every 15 minutes.  
12.00 Noon to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 5.00 p.m. Every 15 minutes.  
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7.00 p.m. to 8.00 p.m. Every 10 minutes.

Extra Cars at 11.30 and 11.45 p.m.  
SPECIAL CARS by Arrangement at the  
Company's Office, ALEXANDRA BUILDING,  
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General Managers.

**SIR ROBERT HART'S  
MEMORANDUM.**  
A Series of Articles on Sir Robert  
Hart's Services for the Improve-  
ment of China.  
Reprinted from the China Mail To be  
had in pamphlet form at this Office, 8,  
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Price 50 Cents.

## To Let.

## FROM OCTOBER 1.

NO. 1, ANTRIM VILLAS, DES VOUEX  
ROAD, Kowloon.  
Apply  
Messrs FARRELL & LISAUGHT.  
Hongkong, September 9, 1907.

## TO LET—FURNISHED.

NO. 14, SALISBURY AVENUE,  
Kowloon.  
No. 1, EAST AVENUE, Kowloon.  
Apply to  
HUMPHREYS' ESTATE & FINANCE  
CO., LTD.  
Hongkong, August 13, 1907.

## TO LET.

IMMEDIATE POSSESSION.  
GODOWNS Nos. 95, 96, 97 and 100,  
PRAYA EAST.  
Apply to  
CHATER & MODY,  
Victoria Buildings.  
Hongkong, June 19, 1907.

## TO BE LET.

AS from the 1st August next, No. 6,  
MORRISON HILL.  
Apply to  
Messrs JARDINE, MATHESON & Co.,  
LTD.  
Hongkong, June 29, 1907.

## TO LET.

SHOPS and FLATS in Des Voeux Road  
CENTRAL.  
Apply to  
HUMPHREYS' ESTATE & FINANCE  
CO., LTD.  
Hongkong, July 13, 1907.

## TO LET.

'QUARNDON' the Peak; Furnished  
or Unfurnished.  
Apply, by letter, R. HEMMING,  
c/o HONGKONG HOTEL.  
Hongkong, April 2, 1907.

## TO LET.

70,000 SQUARE FEET OF LAND  
with 200 feet frontage to  
Kowloon Bay. Moderate Rental.  
Apply to  
Messrs FARRELL & LISAUGHT.  
Hongkong, August 28, 1907.

## TO LET.

TOWER HOUSE; Ten Rooms; Ken-  
sedy Road.  
Apply  
Mrs G. SACHSE, KINGSLERE.  
Hongkong, September 2, 1907.

## TO LET.

OFFICES in ALEXANDRA BUILD-  
INGS.  
Apply to  
A. S. WATSON & Co., Ltd.  
Hongkong, April 22, 1907.

## TO LET.

ONE FOUR-ROOMED HOUSE, at  
PRAYA EAST, near East Point.  
Apply to  
JARDINE, MATHESON & Co., Ltd.  
Hongkong, January 3, 1907.

## TO LET.

LARGE and Spacious GODOWNS Nos.  
9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766,











## BY TELEGRAPH.

## CHOLERA AT SHANGHAI.

## Last Week's Record.

(From Our Correspondent.)

SHANGHAI, September 10.

Only 52 deaths took place here from cholera last week, two being foreigners.

## THE NEW VICEROY.

## On His Way South.

(Chinese Mail's Service.)

SHANGHAI, September 9.

Chang Jen Chun, the new Viceroy of the two Kwang, leaves here for Canton on the 14th inst. on board the China Merchants' steamer Shun Tai.

His Excellency has received instructions from Peking not to delay, owing to the gravity of the situation at Kichow.

## THE FIGHTING IN MOROCCO.

## Kaid Maclean's Fate.

## Moor Casualties.

(Exclusive Service, supplied by Reuters, via Bombay.)

LONDON, September 9.

The fate of Kaid Sir Harry Maclean is very uncertain, as no letters have been received from him dated later than August 12.

A message from Tangier says that in a letter written on August 12 Kaid Maclean said it seemed like years since he had been thrown into prison.

"I caught a chill whilst sleeping on the floor of the tumbledown roofless room which forms my prison," the captive wrote.

"It is impossible to get a wash, and I am afraid to eat."

It is reported that Raisuli is depriving the capture of all his possessions.

General Druce reports that apparently the total loss inflicted on the Moors at Casablanca was about eight hundred killed.

(Reuters's Service.)

## Respite Asked For.

LONDON, September 8.

Reuters's correspondent in Casablanca says that certain tribes have asked for a suspension of hostilities, with a view of negotiating peace.

General Druce has given them until the 8th September to surrender.

It is believed that the tribes merely want to gain time.

## THE ARCTIC EXPEDITION.

LONDON, September 8.

An "Evening News" telegram received from Alaska announces that Capt. Mikelson returned safely on the 5th inst.

## BRITISH TRADE.

LONDON, September 8.

Exports in August £37,366,044. Imports £49,294,585.

The principal increases include £300,000 in cotton.

## THE NEW CUNARD.

LONDON, September 8.

The departure of the new Turbine Cunarder Lusitania developed quite a patriotic demonstration; 100,000 people lined the banks of the Mersey.

The Lusitania is the largest ship in the world and steams 25½ knots.

It is confidently expected that she will regain British supremacy for speed.

At Tusker Rock Light the Lusitania was already leading the Lucania which left the Mersey 24 hours ahead.

## RIFLE SHOOTING.

## The Palma Trophy.

LONDON, September 8.

The Palma trophy has been won by America with a score of 1715. Canada made 1871, Australia 1633, and Great Britain 1684.

The previous best record is 1670.

## TAKE THE POSTMASTER'S WORD.

P. R. IT.

MR. F. M. Hamilton, postmaster at Cherravale, Indiana, U.S.A., keeps also a stock of general merchandise and patent medicines. He says "Chamberlain's Cough, Cholera and Diarrhoea Remedy is standard here in its line. It never fails to give satisfaction and we could hardly afford to be without it." For sale by all chemists and druggists.

## THE SERVANT QUESTION.

## Trouble at the Cosmopolitan Dock.

Mrs. Neves, who lives at the Cosmopolitan Dock, appeared at the Magistrate's court today and told Mr. F. A. Hazeland a story of her servant's misconduct. She charged Chau Kwan, amah, with disobeying a reasonable order and with assault, and Chan Yau, house cook, with abusive language.

Yesterday evening, whilst on the tennis court at the docks, slight rain began to fall and Mrs. Neves called to the amah to get an umbrella and take her child in. The amah was deaf to her calls and then Mrs. Neves sent the child to the amah. This was no use and the child got wet, so Mrs. Neves took her indoors.

Calling the amah again Mrs. Neves remonstrated with her and the amah replied that she would take no instructions from either Mrs. Neves or her children and asked for her wages. The amah became very violent, and, catching Mrs. Neves by the arm, pushed her down. While this was going on the house cook came in, carrying a bowl of rice. He clenched his disengaged hand in Mrs. Neves' face and said: "If you touch or say one word to the amah you will get this!" Mrs. Neves ordered him out of the house, telling him he had no right to be there, and she then sent for her husband, as the amah was still violent. Mr. Neves gave the amah into custody.

The amah's story was slightly different. She was eating her rice when the mistress called. She was a wash-woman, not an amah. How could she look after the child while she was eating her rice? she asked, but the Magistrate could not solve the question for her. Her mistress, she said, told her she took too long over her meals and smacked her, but she did not retaliate. The amah concluded by stating that the mistress had a perfect right to chastise her if she did anything wrong.

The house cook said that he heard the row and went inside and saw the mistress and the amah struggling. He only told the mistress to stop.

The amah was cautioned on the first charge and fined \$5 or fourteen days' on the second and the cook was fined \$3 or seven days' imprisonment.

## CONSIGNEE'S RIGHTS.

## Trouble over Flour.

The Puisne Judge (His Honour Mr. A. G. Wise) was called upon this morning at the Summary Court to decide an action brought by Messrs. Dang Chee and Company against the owners of the steamer Aldenham which runs to Australia.

On a recent voyage the Aldenham brought, among other cargo, about 800 bags of flour consigned to Messrs. Dang Chee, and the majority of it was taken delivery of shortly after the vessel's arrival. But 61 bags were damaged and the consignees refused to take delivery of them. Correspondence was entered into between Messrs. Gibb, Livingstone and Company (agents for the E. and A. line) and finally the consignees took delivery of the flour after a survey had been made, at which Mr. G. P. Lamert represented the consignees and Mr. Douglas represented the ship. Three bags of flour were found apparently in good order and Messrs. Dang Chee accepted these and amended their claim to 48 bags. Those 48 were sold by auction by Mr. G. P. Lamert and the consignees sued the owners of the ship for \$103, difference between the price for which the rest of the flour was sold and that realised by auction.

Mr. P. W. Goldring represented the plaintiffs and Mr. H. G. C. Bailey appeared for the defendants.

Mr. Goldring said his clients brought the action on principle—the principle was that on the facts set forth in the shipper's bill of lading they should be liable for the damages to the flour. The goods were damaged by the negligence of the shipowner and this was the first occasion when the shipping company had refused to make good the loss sustained. The flour bags had been broken and resealed. There was an Act passed by the Commonwealth of Australia which rendered null and void the clauses which were usually inserted in bills of lading for the protection of the shipowner. The Puisne Judge knew the ordinary bill of lading relieved the cargo owner from all liability.

The Puisne Judge—it will in time. Mr. Goldring continued and pointed out that the Commonwealth had taken what seemed to be a reasonable step by passing this act, which cancelled the protecting clauses. He argued that the Act was applicable in the present case as the bill of lading was issued in Australia and the law which governed a case of the nature of this one was that in force at the place where the contract was made, and that was in New South Wales.

Mr. Tang Chee gave evidence corroborating the facts as put forth by Mr. Goldring. He stated that he had never read a bill of lading and did not consider the clauses on it as binding in face of the Commonwealth Act Mr. Goldring referred to.

Mr. Bailey argued that the Act did not take away the protection afforded the shipowner by the clauses in the bill of lading; if it did what was the use of a bill of lading? The cargo of flour was accepted subject to the clauses mentioned, and the bursting of bags was expressly referred to. Plaintiffs had to prove that the flour was in good condition when shipped, that the damage was due to the negligence of the shipowner and the actual loss sustained.

Judgment was given for defendants with costs, no negligence being proved.

## THE LATEST STEAMER.

## Something About the Goeben.

The N.D.L. Co.'s new steamer Goeben, which reached Hongkong yesterday on her maiden voyage, is about the last word to-date on ship equipment. She is splendidly fitted out alike for facing the perils of the deep and ensuring the comfort of travellers. The latest improvements for sea travel are included in her construction, and the observer will find much to interest him. Take the bridge. Here a magnificent room is provided for the navigators, and at arm's reach are contrivances to shut every watertight compartment in the vessel at a quarter of a minute's notice, alarms to reach every member of the crew for boat-manning or fire, and alarms to warn all passengers in case of necessity; there are electrical indicators to show that the lights are alight, to illustrate how the rudder is answering the wheel; diminutive levers to work the siren and searchlight, and, in fact every modern development to make navigation as safe and easy as possible. An improvement is made so far as the boats are concerned inasmuch as patent davits are installed which enable any boat to be lowered by two men in the shortest possible space of time.

For the convenience of passengers every comfort is provided. The cabins and saloons are splendidly got up and arranged, and the promenade decks are spacious to a degree. In the second-class quarters there is a departure, inasmuch as two decks are provided, and the saloon is large enough to accommodate all passengers.

An admirable gymnasium is arranged for first-class passengers and the mechanism to give exercise is ideal. Electrically worked machines to give the action of a horse in full trot (an ordinary pikepin saddle is used) and the rolling gait of a camel are provided, whilst there are massaging machines and various others which afford opportunities for passengers to take the fullest and most varied exercise. The gymnasium equipment is certainly a feature.

The Goeben is 500 feet long, 58 feet in the beam, 39 feet in depth, and draws 29 feet of water when fully loaded. She can accommodate 134 first-class passengers, 114 second-class, and 136 third-class. All told her crew number 218. The coal capacity of the bunkers is 2000 tons, and the vessel can carry 7200 tons of cargo in addition.

## NEW FAR EASTERN COMMAND.

## Why the Duke was Transferred.

(From Our Correspondent.)

LONDON, August 12.

Doubtless you have had a brief cable announcing on the authority of the London correspondent of the "Birmingham Post" the creation of a new Far Eastern command. Here is the paragraph in full as given in that paper:—

"Upon excellent authority I learn that as soon as practicable there will be created a new Far Eastern command, with duties and responsibilities attached to the post similar to those attached to the Mediterranean command just created and now accepted by the Duke of Connaught. An officer of large experience in India has been mentioned in connection with the post, and all troops stationed, not only in the East Indies, but in Hongkong, will be subject to his authority, while the garrisons in these places will be considerably increased. There is a disposition in some quarters of the House of Commons, I find, to criticise—even if not to challenge—the step the Government have taken in creating the Mediterranean command, for a number of delicate personal, as well as political and administrative problems, which do not appear on the surface, will be involved in the precise definition of the duties and responsibilities attached to the position. But it will not be easy to find an opportunity for effective discussion before the present session ends, while by the time the next begins the Duke of Connaught will be settled in his new post, the date of his appointment to which, I have very high authority for stating, will be January, 1908."

I have heard from a politician who is likely to know the inner workings something of the problems to which the "Birmingham Post" man refers. It is to the effect that when the Government took office the Premier pointed out to the King that it was undesirable to have as Inspector-General a member of the Royal Family when the Government contemplated drastic Army Reforms, which would be better discussed if the personality of such a dignitary were removed from the possibility of being introduced into the debate. The King at first demurred but afterwards agreed and the new post was created in the Mediterranean for the Duke of Connaught. It will not necessitate his absence from London as will deprive him and his family of the society of their friends and on the other hand the Duchess is delighted to spend the early part of the year in the pleasant places of the Western Mediterranean.

The provinces of Kien-an and Hai-phong in Tonkin have been of late infested by pirates, who, from having firearms, terrorised the people on the river there. An armed force has been despatched against them. Piracy on the coast and on the waterways may be said to be a standing evil in Tonkin.

## AGREEABLY SURPRISED.

MANY sufferers from rheumatism have been agreeably surprised at the prompt relief afforded by applying Chamberlain's Pain Balm. For sale by all chemists and druggists.

## MORRISON, THE INTERPRETER.

[By CHESTER HOLCOMBE.]

It was indeed a far cry from a hamlet in Northumberland, upon the Scottish border of England, to Canton, then the leading commercial city and the most populous of China. And it was even a further reach upward, and a more marvellous transformation from the awkward boy, apprenticed to his father to learn the trade of a last and boot tree maker, to the scholarly man, pioneer and interpreter, leader and master in the field of Protestant Missions in the oldest, largest, and most intellectual and highly civilized of the non-Christian nations of the world. Yet the steady upward trend of the lad to the man, the development of the mechanical apprentice into the keenly intellectual and spiritually devoted interpreter and pioneer cannot be accounted strange, or doubtful at any point in his career to one who can look from the obscure beginning to the illustrious accomplishment and end, who can see how wisely and surely each step pointed in that direction, even when the lad, the youth, even the man was unconscious of the fact. It is far easier to read the beginning from the end than to forecast or prophesy the end from the beginning.

The development from a maker of wooden forms into an interpreter of intellectual and spiritual ideas, and the shaping of spiritual purpose and life, constitute a transformation than which there is none more marvellous. There is almost a temptation to believe that the early studies of Robert Morrison, in wood, having crude blocks into models of the human foot, constitute an essential preliminary study, an apprenticeship necessary to his later success in the interpretation of one tongue into another extremely remote from it, and even more to the modelling of ill-shapen gross ideas, and distorted lives into immeasurably higher and more symmetrical types.

One of the most striking features of Dr. Morrison's early ambitions centered as they were in Christian service, was not so much in their turning to a hitherto unexplored foreign mission field, so vast and so inaccessible as China, of which the substances of his actual knowledge must have consisted in the fact that upon it no Western feet were permitted to tread. In this alone, the mere entrance within that Empire, he was to undertake the impossible. But the wisdom of this venture, the absurdity of this dream sinks out of prominence into mere commonplace when the special work which his boyish, even if consecrated ambition had fixed upon, is taken into consideration. Not the scene but the character of his labour represents either the wildest vagary of a dream, or the culmination of heroic endeavour. His opportunities of education were of the slightest, however earnestly he may have availed himself of them. However sincere and determined he may have been, he was an uncultured and uneducated boy whose ignorance, speaking from the standpoint of sound sense and good judgment, must have been his only excuse. He had had no serious opportunity for the study of foreign tongues, and hence had not been able to discover in himself, or to demonstrate to others, any facility in language.

But the enterprise—or the audacity—of the young Scotchman was beyond comprehension. From the moment when his fate was set to Christian work in China, he had determined what his particular line of labour should be. He was to translate the Bible into Chinese, to prepare an Anglo-Chinese dictionary, and accomplish any other literary work that came his way. In other words he would unlock for the Chinese the doors to the source of all Christian knowledge and, not content with this achievement, he would arrange on double hinges, the ideas of the English speech in the terms of the Chinese, and all Chinese ideas in English equivalents, thus rendering the scholarship, literature, and knowledge of each available to the other, or, as may be said, the common property of both. Thus while yet an apprentice in his father's shop, years before he had travelled a mile on his journey to China, or had any reason to expect that he would be allowed to enter and remain in that Empire, when he had never seen a character or heard a word of that most difficult of all languages, he selected and set aside such a monumental piece of work as his own. Indeed his courage rested in his ignorance; he dared so much because he knew so little.

Robert Morrison, intended by his parents, to spend his life as a helper of wood into forms, for the most humble purposes, chose for himself the vocation of an interpreter, in the broadest and deepest sense of that word, a transmitter of ideas, an interpreter of thought from one form of utterance to another widely remote yet equivalent to it.

The climax, the culmination of the marvellous, lay in his success, for he succeeded not where success was impossible, but because it was impossible. The wonderful deeds of that timid gentle girl, Joan of Arc, form to-day a part of French history, and few doubt that she either acted under the personal command of the Saints, who, she actually saw, and heard, or under the impulse, hardly less powerful of a conscientious conviction that she had seen and heard them. In other cases it was the supernatural which enabled her to accomplish the impossible. What is believed and accepted concerning that French peasant girl, may be, with equal reason, believed and accepted of the Scotch last maker's apprentice. If he, by warlike deeds, wrought the salvation of France, he, by years of unrelenting effort in the face of constant danger, and alone, wrought

out the greatest most beneficent deed that human ability could accomplish for a nation of hundreds of millions of people, a work that will perpetuate his name to the end of time, and unlimitedly beyond that epoch. If she faced physical danger surrounded by the armies of France, he faced it continually without refuge or means of escape, and for the most part without a friend upon that half of the globe. But the ability to face physical danger furnishes the cheapest and poorest test of heroism. Not the rush and whirl of great masses of men in battle mark out and determine the hero, but the patient, lonely, home-sick, yet steadfast, endurance of endless and unrecognized labours, in the midst of hidden yet known dangers, in which suspended-like swords by mere threads may fall at any unexpected—yet always expected—moment, such tests as these prove the genuine hero. And, tested by these, Morrison must rank high in the lists of the chief heroes of humanity. Studied from this distance of time there is a striking parallelism between the cases of Robert Morrison and Joan of Arc. And it may as well be accepted that each was specifically chosen by a power greater, higher, and infinitely wiser than any human to do a particular work, and was guided and helped to success, either with or without a personal consciousness of such assistance.

A striking additional proof of this is seen in the extent to which Morrison was able to make use and avail himself of the assistance of those who were, in fact, opposed to his presence and work in China. The British East India Company, then the only British authority in Canton, the Chinese Government, and the Portuguese Government of Macao, were each less friendly to the Protestant missionary than the other, yet each by turns furnished him refuge from the sporadic attacks of active hostility upon the part of the other, while the named enabled him to effect a residence in Canton by employing him as its official interpreter for many years, thus freeing the missionary board in London from all care for his support. And probably the Chinese authorities were not less glad of his presence and services as interpreter in the most vexatious question constantly arising, largely for lack of a man as he, between them and the foreign merchants. Not at liberty to formally allow him to reside at Canton, they connived at his presence there, and though he was hidden for years, they always knew where to find him.

And it must be said in passing that, if Morrison was an earnest devoted missionary, he was also a natural diplomat, and the value of his patience, tact, and dignity, in rendering political conditions and international relations at Canton less unendurable can hardly be overstated, and are little likely to receive the credit and honour which they deserve. Until this Protestant missionary arrived upon the scene, he landed in Canton, September 7, 1807, and qualified himself to interpret between them, not merely translating words of one tongue into words of another, but interpreting the habits, customs, modes of thought, and general peculiarities of the one nation to the other, they were in the grossest mutual ignorance of each other, and quite unable to come into touch or even a partial understanding. The extent of this ignorance may be gauged by the fact that the Chinese authorities at Canton or the Imperial Government at Peking had no idea that the King of England was other or better than the head of a large mercantile house until correctly informed by Robert Morrison. He did much to establish the foundations of proper relations between China and the "outside nations."

It is not possible in this brief space to furnish even a list of the names of the numerous literary works of this Scotch lad during the busy twenty-seven years of his life in China. They form such a monument as few, if any, other men have erected for the benefit of their fellows, and, unintentionally, to their own honour. It is not pretended that they were without defect. It was all pioneer work. But it opened a way in a vast region which had been trackless and practically unexplored, and furnished guide posts which other able and devoted men have not been slow to follow. And to them, to every man who has had to do with China in any way, and to the countless millions of Chinese, comparatively few of whom have ever heard his name, the work of Morrison has been of untold and endless value. He and his associates and successors have been the real pioneers and leaders of the century past in China; they have, to a large degree, shaped and determined the vast progress and improvement which has taken place within that time. And nothing could be more appropriate and becoming than the memorial to Robert Morrison which is being erected this year in Canton, China, the city where he landed, a century ago, and where he lived, and worked, and died. Such a monument will honour him, but it will honour those who erect it far more. The life of Napoleon the Great has played a serious part in the history of every European state. The two men—two contemporaries, and when the Corsican was the master, apparently, of the fate of a continent, if not of the civilized world, the Scotchman was unknown and unrecalled in the earlier years of his life work in China. After the death of Napoleon the Third, and the establishment of a Republic in France, the widow of the last named ruler brought suit before the courts of the state to recover, as next of kin, this year, while a memorial to Robert Morrison is being erected in the city of his life work, this same case has been retried in Paris, and the Judge of the Highest Court of Appeal in France has decided that the articles in suit must be returned to the widow of Napoleon, the Third, who having proved ownership, and because, as he adds, relics of Napoleon the Great are of no interest to the people of France—Napoleon the Great is dead. Robert Morrison will never die.

## THE FRENCH ST. MURDER.

## Accused Charged.

Four Chinese were placed in the dock at the Magistrate's court today, before Mr. F. A. Hazeland, charged with the murder of a carpenter, named Lam Choi, in French St., West Point, on August 27.

Inspector Collett prosecuted and asked for the discharge of two of the men, the request being granted.

The two men charged are Kwok Chiu and Tse On.

Mr. F. Brown (Government Analyst) gave evidence as to bloodstains on a jacket, etc.

Dr. Henley examined the deceased and found seven stab wounds, four in the back, one on the left side and two in the front. He described the wounds, one being seven inches deep. Death was due to hemorrhage and asphyxia. The wound on the back was the cause of death.

A large knife was produced, but Dr. Henley did not think any of the wounds on deceased could have been caused by it.

Mr. H. E. Goldsmith put in a plan of French Street, showing the scene of the tragedy.

A motive for the crime was revealed by Inspector Collett, who stated that evidence would be called to show that the deceased belonged to the Pong On Club and the accused to the Kwong Chun Sun Club—rival establishments. A girl in the Hop Sing brothel was admired by members of the Pong On Club and also received visits from members of the Kwong Chun Sun. This resulted in trouble arising and finally a fight between the partisans of the two Clubs to take place on August 27. Now the supporters of the Kwong Chun Sun expected their opponents to turn out in force and decided to keep out of the way and waylay them as they returned. It was alleged that the two accused got hold of the deceased and in the fight killed him.

The further hearing was adjourned until to-morrow.

## A CLOUD BURST.

## Heavy Damage Near Amoy.

(From Our Correspondent.)

AMOI, September 5.

After excessive heat for nearly the whole of the month, August went out with a sudden change of the weather, severe thunderstorms, abnormally heavy rains, followed by several days of force North-Easters, due, apparently to typhoons and depressions in the neighbourhood. The rain has done much good, as the ground was dreadfully dry, and the second rice crop was languishing for want of water. Granted no flood comes to destroy the crop, it ought to be an improvement upon the spring rice harvest.

In the Long Yen Siao Prefecture, I hear that a few weeks ago, heavy thunderstorms, and a cloud-burst caused tremendously heavy floods, in which the three smaller branches of the North River that meet just above the "Dragon City" and form one wide stream, rose so suddenly and so high that immense tracts of land, adjacent to the river, were submerged to an unusual height, doing an incredible amount of damage. Many houses outside the West gate of the city were swept away by the rush of the swollen waters, and inside the city, as well as outside the South and East gates, further damage was done. It is impossible to get statistics of the numbers drowned and hurt by falling timbers, but a good many are believed to have lost their lives. The rice crop is irretrievably damaged, and many market gardens of vegetables and fruit have likewise suffered.

## BIG CARGO OF TIMBER.

A message from Tacoma, dated August 6th, says:—"With a cargo that fills her holds to the hatch, the Blue Funnel liner Ningchow will sail from Tacoma to-morrow morning for Japan, China, India and England. Her cargo is estimated to be worth \$500,000. The Ningchow will take from Tacoma one of the largest shipments of lumber ever taken from the Sound by one of the Blue Funnel steamers, nearly 2,000,000 feet of lumber being loaded on the steamer. Some of the sticks in her cargo are seventy feet in length. Part of the lumber will be used by British shipyards."

## WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—

On the 10th at 11.50 a.m.—The barometer has risen slightly to consistently over China and Japan respectively. Same as No. 1.

The typhoon traversed the Sea of Japan moving in a N.E. direction yesterday, passing between Vladivostok and Hakodate in the evening. It appears to have regained the Pacific to the North of Hokkaido this morning.

Pressure is highest over China to the N. of the Yangtze, and gradients are slight for the most part. A low pressure trough will probably form across the N. part of the China Sea.

Moderate to fresh N.E. winds may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day 0.19 inches.

Forecast for the 24 hours ending at noon to-morrow.

FORECAST DISTRICT.  
1.—Hongkong and Neighbourhood: N.E. winds, moderate or fresh; fair.  
2.—Formosa Channel or Strait: Same as No. 1.  
3.—South coast of China between Hongkong and Lamook: Same as No. 1.  
4.—South coast of China between Hongkong and Hainan: Same as No. 1.

CHAMBERLAIN'S COUGH REMEDY.  
THIS is a medicine of great worth and can be used in the most delicate cases. It is a cough and you are certain to be pleased with the quick relief which it affords. It is pleasant to take and can always be depended upon. For sale by all chemists and druggists.

## WATKINS'

## CIRCULATING

## LIBRARY.

## LATEST NOVELS.

BY

## French Mail.

The Count's Chauffeur, by Wm. Le Queux.

The Love of His Life, by Harry Bentley.

Idols, by Wm. L. Locke.

The Life Perils, by Carlton Dawe.

The Bachelor Girls, by Kable Howard.

Mo and Myn, by S. R. Crockett.

The Strongest of all Things, by Mrs. M. Albani.

Kindred Spirits, by L. P. Mea.

The Gold Spinner, by Dick Donovan.

A Gallant of Gascony, by Philip I. Stevenson.

A Country Squire, by Gen. Manville Fear.

The White House, by Miss M. E. Braddon.

The Enlightenment of Olivia, by L. B. Walford.

## No Subscription.

## No Membership Fee.

## CASH BUSINESS.

## NO ACCOUNTS.

Hongkong, August 10, 1907. 1311

## CINEMATOGRAPH PATHE

## in

## WEISSMANN'S LARGE HALL

(ENTRANCE: WYNDHAM STREET).

TO-NIGHT! TO-NIGHT!

## NEW PICTURES

## NEW PICTURES

## SATURDAY NIGHT,

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## STORY

(Film over 1600 feet long).

MATINEES, 4 P.M. SATURDAY.

## PERFORMANCES EVERY NIGHT

## INCLUDING SUNDAYS.



## Shipping.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY.

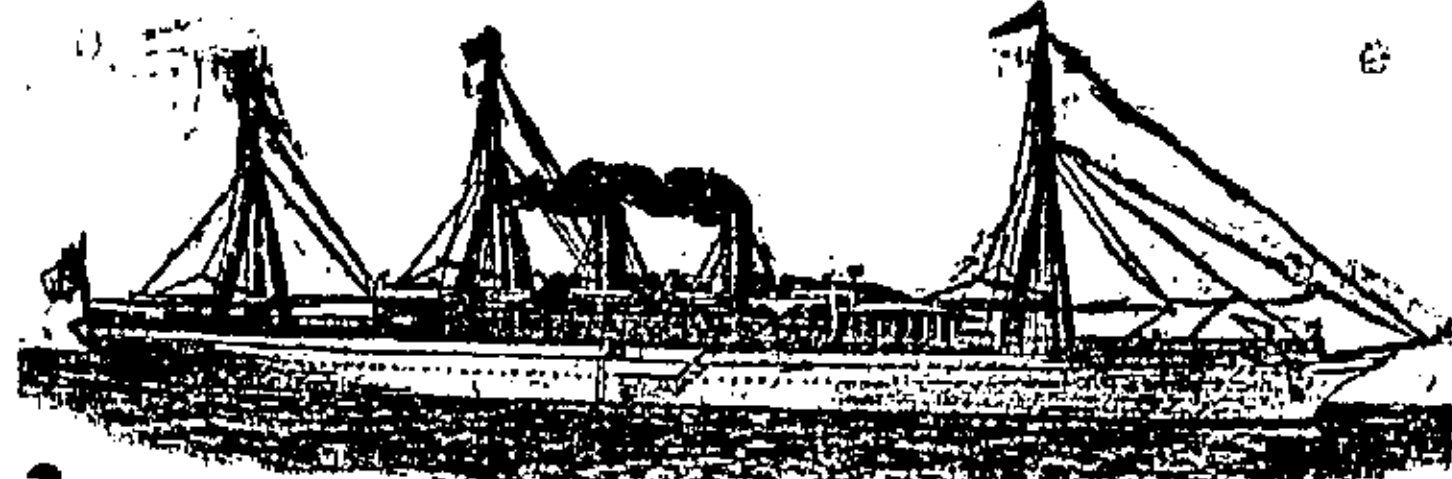
WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON AND ANTWERP	CEYLON	Sept. 11th	Freight and Passage.
SHANGHAI, MOJI, KOBE, BORNEO AND YOKOHAMA	CEYLON	Sept. 11th	Freight and Passage.
SHANGHAI	CEYLON	Sept. 11th	Freight and Passage.
LONDON, via Suez	CEYLON	Sept. 11th	Freight and Passage.

P. &amp; O. S. N. Co.'s Office.

E. A. HEWITT, Superintendent.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



## LUXURY-SPEED-PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedule Service of 11 Days across the Pacific to the 'EMERALD LINE' SAVING 5 to 10 DAYS OCEAN TRAVEL.

PROPOSED SAILINGS.	(Subject to Alteration.)
R.M.S. TARTAR	4425 Tons WEDNESDAY, Sept. 11th, at Noon.
EMERALD OF CHINA	6000 Tons THURSDAY, Sept. 12th, at Noon.
EMERALD OF INDIA	6000 Tons THURSDAY, Sept. 12th, at Noon.
EMERALD OF JAPAN	6000 Tons THURSDAY, Sept. 12th, at Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA AND VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec, with the Company's new palatial 'EMERALD' Steamships, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	KAWACHI MARU, Capt. H. Peterson, Tons 6101	WEDNESDAY, 18th Sept., at Daylight.
	SANUKI MARU, Tons 6112	WEDNESDAY, 2nd Oct., at Daylight.

VICTORIA, B.C., AND SEATTLE, WASH., via MOJI, KOBE & YOKOHAMA	AKI MARU, Capt. M. Yagi, Tons 6444	TUESDAY, 17th Sept., at Daylight.
	IYO MARU, Tons 6320	TUESDAY, 1st Oct., at 4 p.m.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	YAWATA MARU, Capt. T. Arakawa, Tons 5817	FRIDAY, 4th Oct., at Noon.
	NIKKO MARU, Capt. R. Swain, Tons 5639	FRIDAY, 1st Nov., at Noon.
BOMBAY, via SINGAPORE, PENANG, MADRAS AND COLOMBO	RIOJUN MARU, Capt. S.G. Laprak, Tons 4806	WEDNESDAY, 25th September.
SHANGHAI & KOBE	KAGESHIMA MARU, Capt. T. Arakawa, Tons 4327	WEDNESDAY, 11th September.
SHANGHAI & KOBE	TOYOMI MARU, Capt. R. Swain, Tons 5412	SATURDAY, 14th September.
KOBE AND YOKOHAMA	INABA MARU, Tons 6189	SATURDAY, 21st Sept., at Daylight.
NAGASAKI, KOBE AND YOKOHAMA	NIKKO MARU, Capt. R. Swain, Tons 5639	WEDNESDAY, 2nd Sept., at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

**GREAT NORTHERN STEAMSHIP COMPANY**  
Operating the New Twin Screw Steamship  
**MINNESOTA**  
29,000 TONS  
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA' Captain C. F. AUSTIN, { On SATURDAY, 19th October, at Noon.

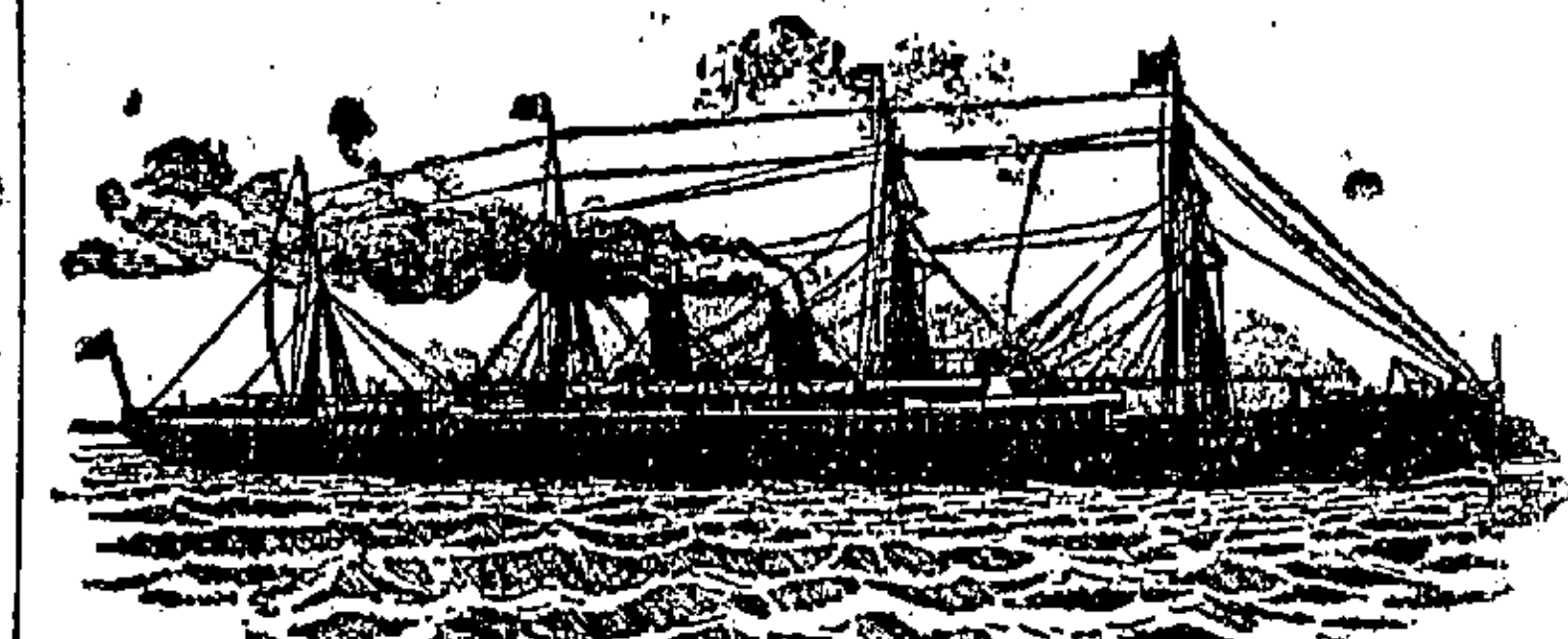
- Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent.
- Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.
- LUXURIOUS PASSENGER ACCOMMODATIONS—Staterooms and Saloons (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.
- Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki without extra charge.
- For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.
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NIPPON YUSEN KAISHA, Agents.

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Only line taking the warm Southern Route across the Pacific, via HONOLULU, OAHU, the most fertile and beautiful island of the Pacific.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS.	SAILING DATES.
MANOHURIA	27,000 Tons SATURDAY, 14th Sept., at Noon.
NIPPON MARU	11,000 Tons SATURDAY, 21st Sept., at Noon.
ASIA	9,000 Tons TUESDAY, 1st Oct., at Noon.
PERSIA	9,000 Tons FRIDAY, 11th Oct., at Noon.
HONGKONG MARU	11,000 Tons SATURDAY, 19th Oct., at Noon.
KOREA	11,000 Tons FRIDAY, 1st Nov., at Noon.
AMERICA MARU	11,000 Tons SATURDAY, 9th Nov., at Noon.
SIBERIA	18,000 Tons SATURDAY, 16th Nov., at Noon.
CHINA	10,000 Tons SATURDAY, 23rd Nov., at Noon.
Twin Screw.	

## RECORD FAST TRIPS.

Yokohama to San Francisco, via KOREA, 18,000 tons. September 16-27th 1905; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, via SIBERIA, 18,000 tons. August 18th-20th 1905; 4 days, 10 hours.

San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en-route, August 18th-31st, 1905, 13 days, 13 hours.

Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905 10 days, 10 hours and 29 minutes.

THE P. M. Steamship MANOHURIA will be despatched from Hongkong to SAN FRANCISCO, via NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 14th September, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans, to the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

## PORTLAND &amp; ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via ISLAND SEA OF JAPAN, KEELUNG, MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	TONS.	CAPTAIN.	TO SAIL ON.
NICOMEDIA	4370	P. WAGMANN	Sept. 15, at 5 p.m.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

## CHINA NAVIGATION CO., LD.

STEAMER	TO SAIL
CEBU & ILOILO	SUPREMACY Sept. 15, at 4 p.m.
HOIHOW & HAIPHONG	SUPREMACY Sept. 15, at 4 p.m.
SWATOW, NINGPO & SHANGHAI	SHANGHAI Sept. 15, at 4 p.m.
SWATOW & SHANGHAI	SHANGHAI Sept. 17, at 4 p.m.
CHEFOO & NEWCHANG	KWANGYANG Sept. 17, at 4 p.m.
MANILA & TIENTSIN	TEAN Sept. 17, at 4 p.m.
CHEFOO AND TIENTSIN	KUICHOW Sept. 21, at 4 p.m.
MANILA, ZAMBOANGA, PT. DARWIN, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHANGSHA * 1st Sept. 27, at 4 p.m.
YOKOHAMA AND KOBE	CHINGTU * 10th Oct. 10, at 4 p.m.

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.

A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED JALOOON FARES, Single and Return, To Manila and Australian Ports.

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Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon and Cabin.

Electric Light—Perfect Cuisine—Surgeon and Stewardesses carried—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	2540	R. W. Almond	Manila	Saturday, 14th September.
ZAFIRO	2540	A. Fraser	Manila	21st September.

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## HONGKONG-NEW YORK.

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## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL.
SHANGHAI	YATSHING	THURSDAY, Sept. 12, at 4 p.m.
MANILA	LOONGSANG	FRIDAY, Sept. 13, at 4 p.m.
SINGAPORE	PAUSANG	SATURDAY, Sept. 14, at 3 p.m.
SHANGHAI	KWONGSANG	SATURDAY, Sept. 14, at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE AND MOJI	KUTSANG	THURSDAY, Sept. 19, at 4 p.m.

## REDUCED FARES TO STRAITS &amp; CALCUTTA.

Hongkong to Singapore 1st-Class Single	\$ 65	Return	\$100
Penang	" 85	"	130
Calcutta	" 105	"	200

\* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang, and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

## Shipping.

## INDO-CHINA STEAM NAVIGATION CO., LD.

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SHANGHAI	YATSHING	THURSDAY, Sept. 12, at 4 p.m.
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## TOURIST, STEAMSHIP &amp; FORWARDING AGENTS, BANKERS, etc.

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14, WATER STREET, YOKOHAMA.

Hongkong, August 6, 1907.

16, DES VUEX ROAD, Hongkong.

1283

## NAVIGAZIONE GENERALE ITALIANA, (FIORIO &amp; RUBINATO UNITED COMPANIES).

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Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES, LEBRON, and GENOA; also VENICE and TRIESTE, all Mediterranean, Adriatic, Levantine, and South American Ports up to CALAO.

Taking Cargo at through rates to PERMAN, GOLF and BACAN, also BANGALORE, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship ISOLIA, Captain DNY, will be despatched as above on WEDNESDAY, the 11th instant, at Noon.

At BOMBAY the steamer is discharging in VICTORIA DOCK.

For further particulars regarding Freight and Passage, apply to

CHARLOTT & Co., Agents.

Hongkong, September 5, 1907. 1441

## COMPAGNIE DES MESSEGERIES MARITIMES.

## PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship NERA, Captain C. Schmitt, will be despatched for the above ports on or about MONDAY, the 16th September.

G. DE CHAMPEAUX, Agent.

Hongkong, September 9, 1907. 1461

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM FOR FIUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, CALOITTA, COLOMBO, ADEN, SUZ AND PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to Rio de Janeiro, Santos, LEVANT, VENICE and ADRIATIC Ports).

THE Company's Steamship VORWARTS, Captain B. Bazzani, will be despatched as above on or about FRIDAY, the 20th of September.

This Steamer has splendid accommodation for passengers, Electric Light and carries a Doctor and Stewardess.

For information as to Passage & Freight, apply to

SANDER, WIELER & Co., Agents, Prince's Buildings.

Hongkong, August 30, 1907. 1491

## Shipping.

## FOR KOBE.

THE Steamship TAIKOSAN MARU, Captain I. FUKU, will be despatched for the above port on or about WEDNESDAY, the 11th inst., at Daylight.

For Freight, apply to

THE MITSUI BUSSAN KAISHA, Hongkong, September 9, 1907. 1468

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Co's Steamship PERLA, Captain ORAZIETTO, will leave for the above places on MONDAY, the 16th inst., at Noon.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents, Prince's Buildings.

Hongkong, September 9, 1907. 1467

## FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship MALTA, Captain R. A. PETER, carrying His Majesty's Mail, will be despatched from this for BOMBAY, etc., on SATURDAY, the 21st September, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's Steamship Monarchia 9000 tons, from London, etc., will be conveyed from Bombay by the R.M.S. Arabia, due in London on the 2nd November, 1907.

Passes will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to

E. A. HEWITT, Superintendent.

Hongkong, September 7, 1907. 1450

## EASTERN &amp; AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at TIOBA, PORT DARWIN and QUEENSLAND Ports, and taking through Cargo to Adelaide, New Zealand, TAIARUA, etc.)

THE Steamship ALDENHAM, Capt. St. John Gordon, will be despatched as above on SATURDAY, the 14th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

The Steamer is installed throughout with Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

To secure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, September 5, 1907. 1443

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST.

Projected SAILINGS FROM HONGKONG.

STEAMERS. To SAIL. 1907.

NOR-NEW YORK.

FOR BOSTON & NEW YORK.

GHAEZE. 14th September.

For Freight and further information, apply to

DODWELL & CO., LTD., Agents.

111

## TOYO KISEN KAISHA.

## SOUTH AMERICAN LINE.

## REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND CALLAO AND IQUIQUE, via JAPAN PORTS (Kobe and Yokohama).



## Shipping.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES &amp; LONDON,

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to	Connecting Steamers from	Due at	Due at
	HONGKONG	Marseilles & London	Marseilles (Brindisi 2 days earlier)	PLYMOUTH (London 1 day later)
<b>Malta</b> .....6000	Sept. 21	<b>MONGOLIA</b> .....9500	Oct. 20	Oct. 27
<b>DELTA</b> .....6000	Oct. 5	<b>BRITANNIA</b> .....7000	Nov. 2	Nov. 9
<b>OCANA</b> .....6000	Oct. 19	<b>BRITANNIA</b> .....7000	Nov. 16	Nov. 23
<b>DELHI</b> .....6000	Nov. 2	<b>MOLTAAN</b> .....8000	Nov. 30	Dec. 7
<b>ARADIA</b> .....6000	Nov. 16	<b>BRITANNIA</b> .....7000	Dec. 14	Dec. 21
<b>DEVANIA</b> .....6000	Nov. 30	<b>HIMALAYA</b> .....7000	Dec. 28	Jan. 4, 1908
<b>DELTA</b> .....6000	Dec. 14	<b>MOLDAVIA</b> .....10000	Jan. 11, 1908	Jan. 18
<b>DELHI</b> .....6000	Dec. 28	<b>MONGOLIA</b> .....10000	Jan. 25	Feb. 1
<b>ARADIA</b> .....6000	Jan. 11, 1908	<b>VICTORIA</b> .....7000	Feb. 8	Feb. 15
<b>PENINSULAR</b> .....6000	Jan. 25	<b>BRITANNIA</b> .....7000	Feb. 22	Feb. 29
<b>DEVANIA</b> .....6000	Feb. 8	<b>BRITANNIA</b> .....7000	Mar. 7	Mar. 14
<b>DELTA</b> .....6000	Feb. 22	<b>BRITANNIA</b> .....7000	Mar. 21	Mar. 28
<b>MARMORA</b> .....10500	Mar. 7	<b>MOLTAAN</b> .....10000	Apr. 4	Apr. 11
<b>DELHI</b> .....6000	Mar. 21	<b>MOLDAVIA</b> .....10000	Apr. 18	Apr. 25
<b>DELTA</b> .....6000	Apr. 4	<b>MOLDAVIA</b> .....10000	May 2	May 9
<b>DELHI</b> .....6000	Apr. 18	<b>HIMALAYA</b> .....7000	May 16	May 23
<b>DEVANIA</b> .....6000	May 2	<b>MONGOLIA</b> .....10000	May 30	June 6
<b>OCANA</b> .....7000	May 16	<b>INDIA</b> .....8000	June 14	June 21

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.  
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

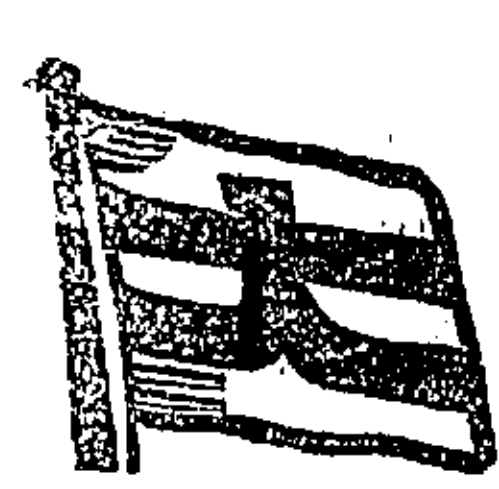
In addition to the above Mail Steamers the following—  
**INTERMEDIATE (Non-Transit) STEAMERS**  
WILL LEAVE FOR

## LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave to	Due at
	HONGKONG	LONDON
<b>CEYLON</b> .....4000	Sept. 11	Oct. 28
<b>NAMUR</b> .....4000	Oct. 2	Nov. 19
<b>MANILA</b> .....4000	Oct. 16	Dec. 3
<b>BOHEO</b> .....4000	Oct. 30	Dec. 17
<b>NORE</b> .....4000	Nov. 13	Jan. 1, 1908
<b>NYLANZA</b> .....4000	Nov. 27	Jan. 15
<b>NILE</b> .....4000	Dec. 11	Jan. 29
<b>SUNDA</b> .....4000	Dec. 25	Feb. 12
<b>PAWLAN</b> .....4000	Jan. 8	Feb. 26
<b>NOBIA</b> .....4000	Jan. 22	Mar. 10
<b>BOHEO</b> .....4000	Feb. 5	Mar. 24
<b>NORE</b> .....4000	Feb. 19	Apr. 7
<b>SUMATRA</b> .....4000	Mar. 5	Apr. 23

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.  
\* Carry 1st and 2nd Saloon Passengers. † Carry only First Saloon Passengers.  
For further particulars, Apply to

E. A. HEWETT,  
Superintendent.

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE  
BETWEEN HONGKONG, SOUTH CHINA  
COAST PORTS AND FORMOSAPROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

For	Leaving
<b>YERIMO MARU</b> , Capt. N. KOBAYASHI.	SINGAPORE & CALUTTA. FRIDAY, 13th Capt. N. KOBAYASHI. Sept., at Noon.
<b>DAIJIN MARU</b> , Capt. I. SAKURAI.	TAMUI, VIA SWATOW, SUNDAY, 15th Capt. I. SAKURAI. Sept., at Daylight.

\* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Lights. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1, QUEEN'S BUILDINGS.

T. ARIMA, Manager.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

## VICTORIA B.C. AND TACOMA

VIA  
HOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	To Sail.
† TREMONT .....	9606	T. W. Garlick .....	12th September
† SUVERIO .....	6235	W. Shotton .....	1st October.
† KUMERIC .....	6232	D. Baird .....	15th October.
† SHAWMUT .....	9606	E. V. Roberts .....	6th November.

\* Cargo only. † Passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
JUSINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES

\* The Twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

FARVEST EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to

Dodwell & Co., Limited  
GENERAL AGENTS.

## Shipping.

FOR VLADIVOSTOCK.

THE Steamship  
VINE BRANCH,  
will be despatched as above on or about  
SATURDAY, the 14th September.  
For Freight and further particulars,  
apply to

DODWELL & CO., LTD.,  
Agents.  
Hongkong, August 3, 1907. 1274

## NOTICES TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY'S  
STEAMER DELTA.FROM BOMBAY, COLOMBO AND  
STRAITS.

CONSIGNEES of Cargo by the above  
named Vessel are hereby informed  
that their Goods are being landed and  
placed at their risk in the HONGKONG and  
KOWLOON WHARF and GODOWN COMPANY'S  
Godowns at Kowloon, where each consignment  
will be sorted out Mark by Mark and  
delivery can be obtained as soon as the  
Goods are landed.  
This Vessel brings Cargo:—  
From LONDON, ex s.s. Victoria.  
From CALCUTTA, ex s.s. Nile.  
From PERSIAN GULF, ex s.s. B. I. S. N.  
and B. and P. S. N. Co's steamers.  
Optional goods will be landed here unless  
instructions are given to the contrary  
before 6 Hours.  
Goods not cleared by the 11th inst., at  
4 p.m., will be subject to rent.  
No Fire Insurance will be effected by me  
in any case whatever.  
Damaged Packages must be left in the  
Godowns for examination by the Con-  
signee and the Company's representative  
at an appointed hour. All Claims must be  
presented within ten days of the steamer's  
arrival here, after which date they cannot  
be recognised. No Claims will be ad-  
mitted after the Goods have left the  
Godowns.

E. A. HEWETT,  
Superintendent.  
Hongkong, September 5, 1907. 1438

## NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL  
STEAM NAVIGATION CO.'S  
STEAMER PERA.FROM ANTWERP, LONDON, MALTA  
PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above  
named Vessel are hereby informed  
that their Goods are being landed and  
placed at their risk in the HONGKONG and  
KOWLOON WHARF and GODOWN COMPANY'S  
Godowns at Kowloon, where each consignment  
will be sorted out Mark by Mark, and  
delivery can be obtained as soon as the  
Goods are landed.  
Optional Goods will be landed here unless  
instructions are given to the contrary  
before 6 Hours.  
Goods not cleared by the 11th inst., at  
4 p.m., will be subject to rent.  
No Fire Insurance will be effected by me  
in any case whatever.  
Damaged packages must be left in the  
Godowns for examination by the Con-  
signee and the Company's representative  
at an appointed hour. All claims must be  
presented within ten days of the steamer's  
arrival here, after which date they cannot  
be recognised. No claims will be admitted  
after the goods have left the Godowns.

E. A. HEWETT,  
Superintendent.  
Hongkong, September 5, 1907. 1439IMPERIAL GERMAN MAIL LINE.  
BREITEN.  
NORDEUTSCHER LLOYD.

## NOTICE TO CONSIGNEES.

THE Steamship  
GOEBEN,  
having arrived, Consignees of Cargo are  
hereby informed that their Goods with the  
exception of Opium, Treasure and Valuable  
articles, are being landed and stored at their  
risk into the hazardous and extra hazardous  
Godowns of the HONGKONG & KOWLOON  
WHARF and GODOWN COMPANY, Limited,  
Kowloon, whence delivery may be obtained.  
Optional Cargo will be forwarded unless  
notices to the contrary be given before  
Monday, the 9th of September, at 5 p.m.  
No Claims will be admitted after the  
Goods have left the Godowns, and all Goods  
remaining undelivered after the 16th of  
September, will be subject to rent.  
All Broken, Chafed, and Damaged Goods  
are to be left in the Godowns, where they  
will be examined on the 16th of September,  
at 9.30 A.M.  
All Claims must reach us before the 20th  
of September, 1907, or they will not be re-  
cognised.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
the Underwriters.

NORDEUTSCHER LLOYD,  
MELOERS & CO.,  
Agents.

Hongkong, September 5, 1907. 1464

## BOSTON STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP TREMONT.  
FROM TACOMA, VICTORIA, YOKO-  
HAMA, KOBE, MOJI, AND  
MANILA.

The above Steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for  
countersignature and to take delivery of  
their Goods from alongside.  
Cargo impeding the discharge of the  
Vessel will be landed and stored at Con-  
signee's risk and expense.  
No Fire Insurance will be effected by us  
in any case whatever.
DODWELL & CO., LTD.,  
Agents.  
Hongkong, September 5, 1907. 1465'A HISTORY OF UNION  
CHURCH.BY REV. G. H. BONDFIELD and  
D. DYER BELL, M.R.A.S.

Edited by REV. C. H. HICKLING.

To be had at the 'CHINA MAIL' Office,  
8, Queen's Road Central.

Price ... .. \$1.00.

'A HISTORY OF UNION  
CHURCH.BY REV. G. H. BONDFIELD and  
D. DYER BELL, M.R.A.S.

Edited by REV. C. H. HICKLING.

To be had at the 'CHINA MAIL' Office,  
8, Queen's Road Central.

Price ... .. \$1.00.

## THE FREIGHT MARKET.

Messrs. Lankin and Rogge report under  
date of Saturday, September 7: Throughout  
the fortnight extreme dullness has again  
characterized the freight market, only an  
occasional fixture here and there breaking  
the monotony, and prospects for the  
current month are disheartening. Several  
boats are kept in enforced idleness in our  
and neighbouring ports, and in the interest  
of these and such others as will shortly  
terminate present engagements, it is to be  
hoped that the expectations entertained in  
connection with the coming Yangtze crop  
will reach realization. Rumour, which  
however requires confirmation, says that  
Bangkok exports, a few weeks hence may  
also assume sufficient proportions to  
warrant employment of a few outsiders.  
As for actual business done, two charters  
are reported at 14 and 13 cents in the  
direction Saigon to Hongkong. Further  
demand does not appear to exist.

Two prompt boats have been fixed for  
the voyage from Saigon to 1 port Philip-  
pines at 72 and 244 cents respectively  
according to quantity. There are indica-  
tions of further tonnage being wanted for  
end of September loading, but as low as 20  
cents being held out, owners are not eager  
to treat yet.

Saigon to Singapore a settlement is  
recorded on lump sum terms.

Bangkok for Hongkong for prompt  
loading there is nothing doing, and there  
is also an entire absence of demand for  
tonnage to load from Java for this coast.

Newchwang continues in the same bad  
state as before.  
Coal Freight:—Moji to this \$1.50 has  
been paid. A very prompt steamer had to  
accept the same rate from Wakamatsu  
to this. Moji to Swatow has had a charter  
at \$1.70.  
Sail freight there is nothing fresh to  
report.

## DR JOHN, L.L.D.

Novel Scenes at Berlin.

A Berlin correspondent of an English  
paper reports that an unusual scene was  
witnessed in the Aula of Berlin University  
on July 19th when for the first time, the  
degree of Doctor was conferred on a student  
of Chinese nationality. The ceremony was  
conducted in the presence of the Chinese  
Ministers to the Courts of Berlin and  
Vienna, and a large number of students  
and most of the Chinese students and  
residents in Berlin. Ma Do Yuen,  
who has acquired the title of Doctor of  
Jurisprudence, has studied for six  
semesters in Berlin, during which time  
he has translated into Chinese the  
text of the Prussian Constitution, to  
which he has added his own commentaries.  
In his dissertation he treats of "The  
entrance of the Chinese Empire into the  
international union." He asserts in it  
that the Chinese are not so arrogantly  
and narrow-mindedly disinclined to  
progress as many Western authors  
represent them to be. He contends  
that the assimilation of Western culture  
with that of the Chinese cannot be  
accomplished as quickly as Europeans  
conceive possible, for the Chinese cannot  
be expected at once to renounce the  
culture which they have preserved for  
a thousand years, nor give up their  
nationality. He points out that Euro-  
peans overlook the immensity of the  
Chinese Empire, which is equal in size to  
the Continent of Europe, and claims that  
Europeans are hardly themselves to blame  
if Western civilization does not quickly  
take hold of 400,000,000 inhabitants.  
Europeans, he says, judge everything from  
their own standpoint, and he is sure that  
many one-sided judgments and many  
mutual prejudices will disappear when  
Europeans and Chinese understand each  
other better.  
The members of the philosophical faculty  
congratulated the new Doctor heartily on  
his work and his success.

WEEKLY NEWS  
FOR HOME.

## The Overland China Mail

Published to suit the Departure  
of each English and French  
Mail Steamer to Europe.

## FULL REPORTS

AND ALL THE LATEST INTELLIGENCE

(Commercial, Shipping, etc.)

The best paper for posting to friends at  
home.\$17 per Annum (including Postage),  
THE CHINA MAIL, LD.,  
8, Queen's Road Central.

## THE BACK DOOR.

A SKETCH OF WHAT MIGHT  
HAPPEN.

Reprinted from the 'CHINA MAIL.'

To be had at the 'CHINA MAIL' Office,  
8, Queen's Road Central.

Price ... .. 6 Cents.

EAST PRAVA RECLAMATION  
SCHEME.AS PROPOSED TO THE HONGKONG  
GOVERNMENT AND THE MARINE  
LOT-HOLDERS BY SIR PAUL  
CHATER.The Full Details Printed in Pamphlet Form.  
Copies may be had at 'CHINA MAIL' Office,  
8, Queen's Road Central.

Price ... .. 30 Cents each.

## Banks.

THE MERCHANT BANK OF  
INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000  
SUBSCRIBED.....£1,125,000  
PAID UP.....£562,500  
RESERVE FUND.....£170,000

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts  
the rate of 2 1/2 per annum on the Daily  
Balances.

On Fixed Deposits:—

For 12 Months.....4 1/2 %

" 6 ".....4 %

" 3 ".....3 1/2 %

EVAN ORMISTON,  
Manager.

Hongkong, May 1, 1907. 43

THE BANK OF TAIWAN  
LIMITED.(INCORPORATED BY SPECIAL IMPERIAL  
CHARTER).AUTHORISED CAPITAL.....Yen 5,000,000.  
PAID-UP CAPITAL.....Yen 3,750,000.  
RESERVE FUND.....Yen 835,000.

HEAD OFFICE:—TAIPEI, FORMOSA

BRANCHES AND AGENCIES:—

Amoy, Kobe, Nagasaki, Tientsin,  
Anping, Fookow, Osaka, Yokohama,  
Keelung, Shanghai, Yokohama,  
Swatow.

HONGKONG OFFICE:

3, DES VUEZ OFFICE:

Interest allowed on Current Account.  
Deposits received on terms which may be  
agreed on application.D. TOHDOW,  
Manager.

Hongkong, April 5, 1907. 21

YOKOHAMA SPECIE  
BANK.

ESTABLISHED 1880.

CAPITAL PAID-UP.....Yen 24,000,000

RESERVE FUNDS....." 14,550,000

BRANCHES AND AGENCIES:—

TOKIO, KORE, NAGASAKI,  
YOKOHAMA, LYONS, NEW YORK,  
SAN FRANCISCO, HONOLULU, BOMBAY,  
SHANGHAI, HANKOW, CHIFU,  
TIENTSIN, PEKING, NEWCHANG,  
PORT ARTHUR, DALNY,  
LATSING, MUKDEN, TIE-LING.

HEAD OFFICE:—YOKOHAMA.

HONGKONG:—Interest allowed.

On Current Account at the Rate of 2 1/2  
per annum on the daily balance.

ON FIXED DEPOSITS:—

For 12 months.....5 per annum.

For 6 months.....4 1/2 %

For 3 months.....4 %

TAKEO TAKAMOTO,  
Manager.

Hongkong, April 6, 1907. 5

THE CHARTERED BANK OF INDIA,  
AUSTRALIA, AND CHINA.INCORPORATED BY ROYAL CHARTER 1853.  
HEAD OFFICE, LONDON.

AD-UT CAPITAL.....£200,000

Shortly to be increased to  
£400,000.

RESERVE FUND.....£1,075,000

Shortly to be increased to  
£1,475,000.RESERVE LIABILITY OF PRO-  
FITORS.....£800,000INTEREST allowed on Current Accounts  
the rate of 2 1/2 per annum on the Daily  
Balances.

On Fixed Deposits for 12 months 4 1/2 %

" 6 ".....4 1/4 %

" 3 ".....4 %

JOHN ARMSTRONG,  
Manager.

Hongkong, May 16, 1907. 64

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000

RESERVE FUNDS.....\$11,750,000

Sterling.....\$10,000,000

Silver.....\$11,750,000

RESERVE LIABILITY OF PRO-  
FITORS.....\$10,000,000

COLT OF DIRECTORS:—

C. H. MURPHY, Esq., Chairman.

Hon. Mr. HENRY KENNEDY, Deputy  
Chairman.A. Fuchs, Esq., E. J. Raymond, Esq.,  
E. Goetz, Esq., E. Shilling, Esq.,  
A. Haupt, Esq., R. S. Sayers, Esq.,  
O. R. Lenzmann, Esq., H. A. W. Sledge, Esq.,  
H. E. Tomkins, Esq.

CHIEF MANAGER:—

Hongkong—J. R. M. SMITH.

Shanghai—H. E. R. HUNTER.

LONDON BANKERS:—LONDON AND COUNTY  
BANKING CO., LD.

HONGKONG:—INTEREST ALLOWED.

On Current Accounts at the rate of 2 per  
cent. per annum on the daily balance.

On Fixed Deposits:—

For 12 months 2 1/2 per cent. per annum.

" 6 ".....2 1/4 %

" 3 ".....2 1/2 %

J. R. M. SMITH,  
Chief Manager.

Hongkong, August 17, 1907. 63

## HONGKONG SAVINGS BANK.

THE business of the above Bank is con-  
ducted by the HONGKONG AND  
SHANGHAI BANKING CORPORA-  
TION. Rules may be obtained on ap-  
plication.INTEREST on deposits is allowed at  
3 1/2 PER CENT. per annum. Depositors  
may transfer at their option balances of  
\$100 or more to the HONGKONG AND



## SPORTINGS.

## GOLF.

THE ROYAL HONGKONG CLUB.  
The monthly competitions for the Captain's Cup and May Cup were held at Happy Valley from the 7th to 9th September, 1907. The following cards were handed in:—

CAPTAIN'S CUP.  
Mr. T. S. Forrest, 78-2 = 80.  
Mr. E. F. Mackay, 90-6 = 85.  
(12 entries.)  
MAY CUP.  
Dr. W. Atkinson, 114-20 = 94.  
(1 entry.)

FOOT.  
Mr. D. B. Murray, 90-12 = 78.  
Mr. T. S. Forrest, 77-2 = 79.  
Mr. W. J. Saunders, 92-9 = 83.  
Dr. W. Atkinson, 114-16 = 90.  
(11 entries.)

\* Winner of Captain's Cup.  
† Winner of May Cup.  
‡ Winner of Foot.

## SWIMMING.

THE V.R.C. SPORTS.  
Entries for the V.R.C. annual aquatic sports close on Thursday, at 6 p.m. and entry forms can be obtained from the steward of the Club.

The following events are open to members of the Royal Hongkong Yacht Club and the Corinthian Yacht Club:—Half-mile championship, back race, 200 yards championship, running head, plunging, high dive and three-legged race.  
For the three-legged race competitors enter singly and partners are decided by drawing.

## To-day's Advertisements

## VICTORIA RECREATION CLUB.

## ANNUAL AQUATIC SPORTS.

THE ANNUAL AQUATIC SPORTS of the VICTORIA RECREATION CLUB will be held on September 10, 20 and 21. Members are reminded that entries close with the Honorary Secretary on September 19.  
Entry forms can be obtained from the Steward of the Club.

FRANK LAMBERT,  
Hon. Secretary.  
Hongkong, September 10, 1907. 1470

## TO LET.

SUITSABLE for Offices, 20, STANLEY STREET; Any, with Electric Light and Fans; Gas.  
Apply: 11, SHUN KAM, Messrs. Rouse & Co., Queen's Building.  
Hongkong, September 10, 1907. 1468

## FOR SALE.

## TWO FIRST-CLASS LIGHTERS.

Particulars:—Steel. Where Built: Shanghai. Date: 1906. Length: 100 feet. Bread: 23 feet 3 inches. Depth: 8 feet 7 inches. Capacity: 250 tons 40 c. feet. Registered Tonnage: 205.61. Both Lighters are British Registered Ships, and are in every respect in first-class condition.  
For further particulars, apply to: "OMEGA," Care of "CHINA MAIL" Office.  
Hongkong, September 10, 1907. 1469

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY &amp; FOCHOW.

## THE Company's Steamship

Captain J. S. ROACH will be despatched for the above ports on FRIDAY, the 13th inst., at 1 p.m.

For Freight or Passage, apply to: DOUGLAS, LAURIE & Co., General Managers.  
Hongkong, September 10, 1907. 1466

## PORTLAND &amp; ASIATIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

## STEAMSHIP NICOMEDIA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge and undischarged by 5 p.m. WEDNESDAY, the 11th Sept., will be landed in Godown and stored at Consignees' risk and expense. No Fire Insurance will be effected.

S. SILVERSTONE,  
Agent.  
Hongkong, September 10, 1907. 1465

## VESSELS AT THE DOCK.—At Kowloon.

Heracles, H.M.S. Flora, Tintan, Dragon, Powhatan, Knivberg, Cosmopolitan, Hilary, Aberdeen.

## CARLTON HOTEL.

Mr. Adams, Mr. Manohers, Mr. J. Andup, Miss MacLure, Mr. Baldon, Miss & Mrs. Morles, Mr. Le Breton, Miss Meyer, Mr. Colahoun, Mr. K. Newman, Mr. Cornock, Mr. Pon Ching Poo, Mr. Ferry, Mrs. Chen, Mrs. Forreth & children, Mrs. Ramsdale, Mr. Forreth, Mr. Ramsay, Mr. Harroff, Mr. A. Ramsay, Mr. and Mrs. Hewitt, Mr. Rutherford, Mr. Jackson, Mr. and Mrs. Savage, Mr. Jacob, Mr. and Mrs. Sheppard, Mr. Kemp, Mrs. Simpson & infant, Mr. Lejona, Mr. Spithes, Mr. Lowry, Mr. Stobbing.

## PELHAM HOUSE.

Mr. Froude, Mr. J. Hutchings, Mr. Cousins, Mr. W. John, Mr. and Mrs. De Cruz, Mr. McLean, Mr. J. G. Dyer, Mr. P. W. Parkinson, Mr. W. T. Edwards, Mr. S. Shutt, Mr. T. Edwards, Mr. H. Sutton, Master Edwards, Mr. Hugh Thomas, Mr. E. Flood, Mr. A. Uthmans, Mr. J. Fuller, Mr. E. Weller, Mr. G. Glover, Mr. A. E. Wright, Mr. J. W. Haigh.

## SKIN AND SCALP DISORDERS CURED

Man Was Rapidly Losing Hair—Another Member of Family Suffered with Eczema of the Hands for Ten Years—Both Happy to

## TESTIFY TO EFFICACY OF CUTICURA REMEDIES

"I have great pleasure in giving particulars of two complete cures derived from the use of the Cuticura Remedies.  
"In my own case, for more than six months I was suffering from disorder on my scalp and in consequence was fast losing my hair. I was advised to give Cuticura Soap and Cuticura Ointment a trial, which I luckily did. I adopted the treatment prescribed and at the end of one month was completely cured. This was at the beginning of 1905, since that time my head has been restored to its normal state, and no further outbreak has occurred, and therefore I have had the opportunity I always recommend the Cuticura Remedies.  
"A member of our family periodically suffered for nearly ten years from dry eczema on the hands. The fingers and palms pitted and cracked, and were so sore that the slightest movement at such periods they were most painful as well as quite useless, and gloves were always obliged to be worn. Every possible remedy was tried, besides medical advice, blood mixtures, ointments, soap, etc., none of which gave slight relief for a time, but never permanently. Finally, she was advised to try Cuticura Soap and Cuticura Ointment, which we are thankful to say effected a complete cure, as she has had no recurrence of the trouble for the last three years. We are most happy to testify to the efficacy of the Cuticura Remedies in similar cases. Edward Allen, 65, Donmar Road, South View, S. E., March 26, 1906."

## A SINGLE SET

## Of Cuticura Remedies

Containing of Cuticura Soap, to cleanse the skin, Cuticura Ointment, to heal the skin, and Cuticura Resolvent Pills, to cool and cleanse the blood, is often sufficient to cure the most torturing skin diseases, such as itching, dandruff, itching skin, scalp, and blood humours, with loss of hair, from infancy to age, when all else fails.

Sold throughout the world. Depot: London, 21, Chancery Lane, E. C. 4. Sole Agents: Hongkong, 10, Queen's Road, Central. Cuticura Resolvent Pills, 100 boxes, 10s. 6d. per box. Cuticura Soap, 100 boxes, 10s. 6d. per box. Cuticura Ointment, 100 boxes, 10s. 6d. per box.

## SHIPPING.

## ARRIVALS.

September 9.  
Prinz Eitel Friedrich, German steamer, 5,601, E. Malchow, Shanghai September 7, Mails and General.—MELBOURNE & Co.

Lightning, British steamer, 2,122, E. Foy, Calcutta August 23, and Straits Sept. 5, General.—DAVID, SASSON & Co., Ltd.

Yutshing, British str., from Canton.

September 10.  
Tydus, British str., 4,900, Campbell, Liverpool and Singapore Sept. 5, General. —BURNETT & Co.

Prof. Norwegian str., 715, Schlytter, Hilo September 5, Supp. for Ningpo.—AGAARD, THORSEN & Co.

Kyukang, British str., 1,229, H. A. Wavell, Shanghai Sept. 7, General.—BUTTERFIELD & SWIRE.

Kwang Lee, Chinese steamer, 1,088, R. L. Lincoln, Shanghai Sept. 7, General.—C. M. S. N. Co.

## DEPARTURES.

September 10.  
Goeben, for Shanghai.

Hupoh, for Hiohoh.

Wingsang, for Hiohoh.

Kwang Ping, for Hiohoh.

Hupoh, for Swatow.

Tuning, for Manila.

Japan, for Singapore and Calcutta.

## CLEARED.

Asot, for Durban.

Tokosun, for Kuchinotzu.

Prinz Eitel Friedrich, for Europe, &c.

Kwong Lee, for Canton.

Calchas, for Singapore and London.

## PASSENGERS.

ARRIVED.

Por Prinz Eitel Friedrich, for Hongkong: from Yokohama, Mr. and Mrs. Bateson Wright, Messrs. A. W. von Andel, W. G. Humphreys, P. E. Silling, Dr. E. Madelon, Messrs. M. Speelman, J. Olsen and Carl Bock; from Nagasaki, Mr. T. Yamaguchi, Mr. and Mrs. Oaka; from Shanghai, Messrs. H. A. Westphal, R. H. Richter, Marquis Barthelemy, Comte de Houdot, James Dost, Mr. and Mrs. O. D. Wannamaker, Mr. F. Hesse, Mr. W. Laog, Mr. and Mrs. G. H. Vorseburg, Messrs. Chiavenni, C. M. de Rest, H. Biller, H. Richter, Mrs. Rolando, and Mr. J. T. Bell.

Lightning, from Calcutta, &c., Mr. Williams, Mr. Peppercorn, Mrs. Taylor, and Miss Willes.

## EXCHANGE.

HONGKONG, September 10, 1907.

Bank Wire, ... 2/2 1/2

On demand, ... 2/2 1/2

30 days' sight, ... 2/2 1/2

4 months' sight, ... 2/2 1/2

6 months' sight, ... 2/2 1/2

Documentary, 4 months' sight, ... 2/2 1/2

On Paris, ... 2/2 1/2

On demand, ... 2/2 1/2

Credit, 4 months' sight, ... 2/2 1/2

On Berlin, ... 2/2 1/2

On demand, ... 2/2 1/2

On New York, ... 2/2 1/2

On demand, ... 2/2 1/2

Credit, 30 days' sight, ... 2/2 1/2

On Bombay, ... 2/2 1/2

Wire, ... 2/2 1/2

On demand, ... 2/2 1/2

On Calcutta, ... 2/2 1/2

Wire, ... 2/2 1/2

On demand, ... 2/2 1/2

On Singapore, ... 2/2 1/2

On demand, ... 2/2 1/2

On demand, ... 2/2 1/2

On demand, ... 2/2 1/2

On demand, ... 2/2 1/2

On demand, ... 2/2 1/2

On demand, ... 2/2 1/2

On demand, ... 2/2 1/2

On demand, ... 2/2 1/2

## Merchant Vessels in Hongkong Harbour.

EXCLUSIVE OF LATE ARRIVALS AND DEPARTURES REPORTED TO-DAY.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked H, near the Kowloon shore, K, and those in the body of the Shipping of midway between each shore are marked C, in conjunction with the figures denoting the sections.

Section 1. From Green Island to the Gas Works.  
Section 2. From Gas Works to Jardine's Wharf.  
Section 3. From Jardine's Wharf to the Harbour Office.  
Section 4. From Harbour Master's to the Market.  
Section 5. From the Market to Polden's Wharf.  
Section 6. From Polden's Wharf to the Naval Yard.

Section 7. From Naval Yard to Blue Building.  
Section 8. From Blue Building to East Point.  
Section 9. From East Point to North Point.  
Section 10. Kowloon Wharves.  
Section 11. Jardine's Wharf.

Section 12. From Green Island to the Gas Works.  
Section 13. From Gas Works to Jardine's Wharf.  
Section 14. From Jardine's Wharf to the Harbour Office.  
Section 15. From Harbour Master's to the Market.  
Section 16. From the Market to Polden's Wharf.  
Section 17. From Polden's Wharf to the Naval Yard.

Section 18. From Naval Yard to Blue Building.  
Section 19. From Blue Building to East Point.  
Section 20. From East Point to North Point.  
Section 21. Kowloon Wharves.  
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Section 23. From Green Island to the Gas Works.  
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Section 26. From Harbour Master's to the Market.  
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Section 28. From Polden's Wharf to the Naval Yard.

Section 29. From Naval Yard to Blue Building.  
Section 30. From Blue Building to East Point.  
Section 31. From East Point to North Point.  
Section 32. Kowloon Wharves.  
Section 33. Jardine's Wharf.

Section 34. From Green Island to the Gas Works.  
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